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June 6, 1960

RAILWAY AGE *weekly*

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Butt-Welding Boom

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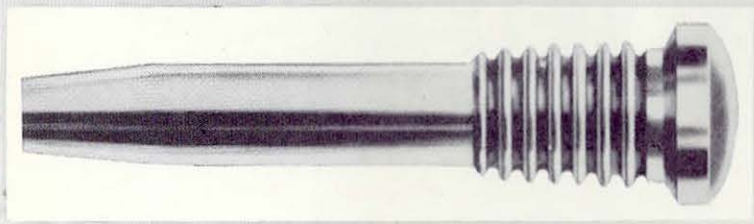

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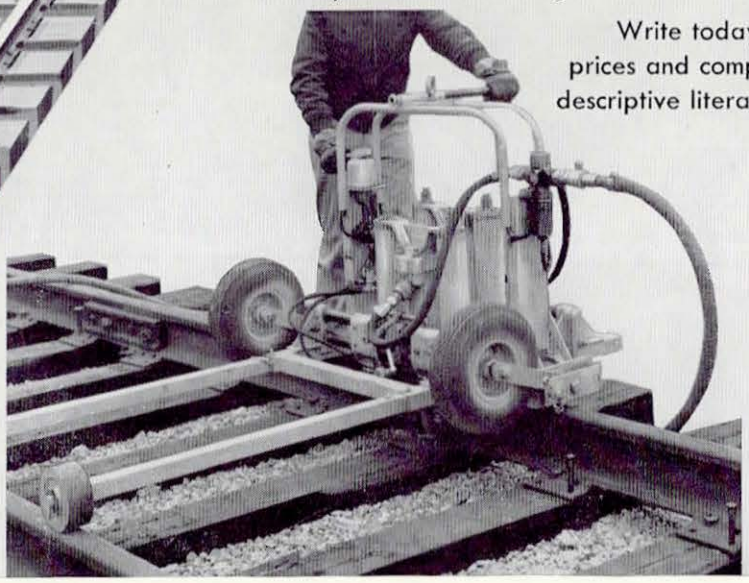

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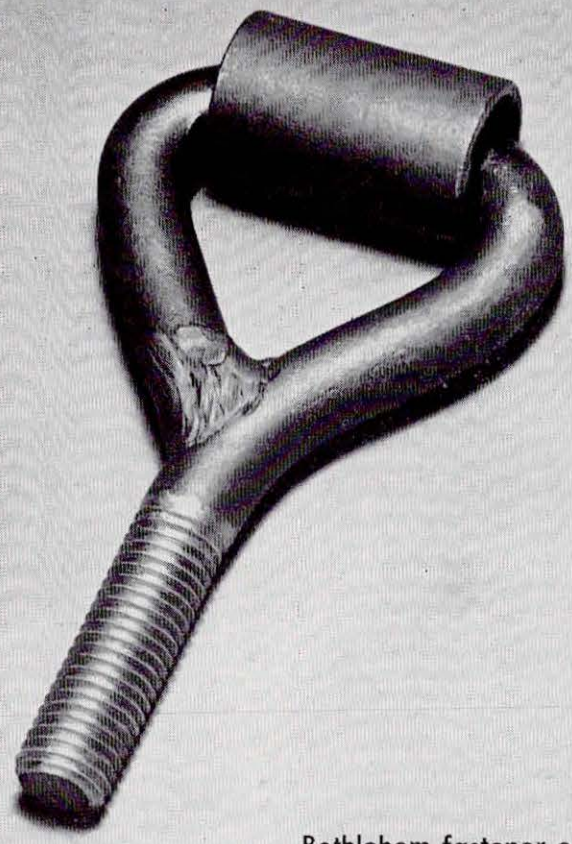

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8. *It must* be able to detect traffic moving in both directions without requiring additional detection equipment.

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10. *It must* be built to rugged railroad standards.

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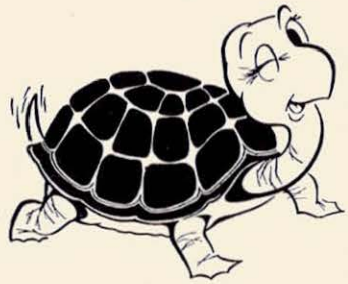
If you'd like further information on the new UNION Hot Bearing Detector, your Union Switch & Signal representative is prepared to discuss details at your convenience.



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RAILWAY AGE *weekly* June 6, 1960 • Vol. 148, No. 23

Week at a Glance

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Rail rate reductions defended ..... p. 9

The railroads picked up strong shipper support last week as they defended—before a Senate subcommittee—their right to make rate cuts which are economically sound and in the public interest. Without this right, the Senators were told, the industry can't survive as private enterprise.

New platforms lower station upkeep p.14

The New York City Transit Authority is replacing wooden platforms with pre-cast concrete slabs. Wood must be renewed every six years, but the concrete slabs have a 50-year life expectancy.

Superintendents stress need for leadership p.19

Employee morale, service improvements and training railroad supervisors for leadership are among the topics slated for discussion at this week's meeting of the American Association of Railroad Superintendents.

Cover Story—Butt-welding booms p.22

Indications are that soon more rail will be welded and more railroads will be laying welded rail for the first time. Reason: the expanding construction of fixed rail-welding plants around the country near rail-rolling steel mills.

Cover Story—New Southern hoppers set records p.28

The railroad now owns what may be the world's largest fleet of aluminum freight cars. Among them are 75 four-compartment cars called the largest covered hoppers ever built, and 180 units said to be the largest triple hoppers ever built.

Cover Story—Wabash revamps for prosperity p.34

In recent years the railroad has been a consistent money-maker, but it's had to fight to maintain that position. President Pevler has now made sweeping reorganizations of the operating and traffic departments.

Jenks cites key role of P&S p.41

Today's purchasing officer, the Rock Island president told last week's Purchases and Stores Division meeting, must be a member of the "top team." One important task, he said, is keeping abreast of suppliers' technological developments.

The Action Page—Wisdom from St. Louis p.46

Publisher Amberg of the St. Louis Globe-Democrat is extremely well informed about what's wrong with the transportation business. His courage and insight were displayed by a recent address before the American Association of Passenger Traffic Officers.

AN EXCEPTIONALLY ADVANTAGEOUS TRIPLE-PURPOSE MACHINE!!

THE JACKSON JACK-SPOT TAMPER

TOPS FOR JACK TAMPING. It's exceptionally fast, accurate and positive in jacking to reach and hold the track raise and cross level. It quickly and firmly tamps tie to hold raise for production tampers and keeps out of their way. Adapted to existing track surfacing equipment.

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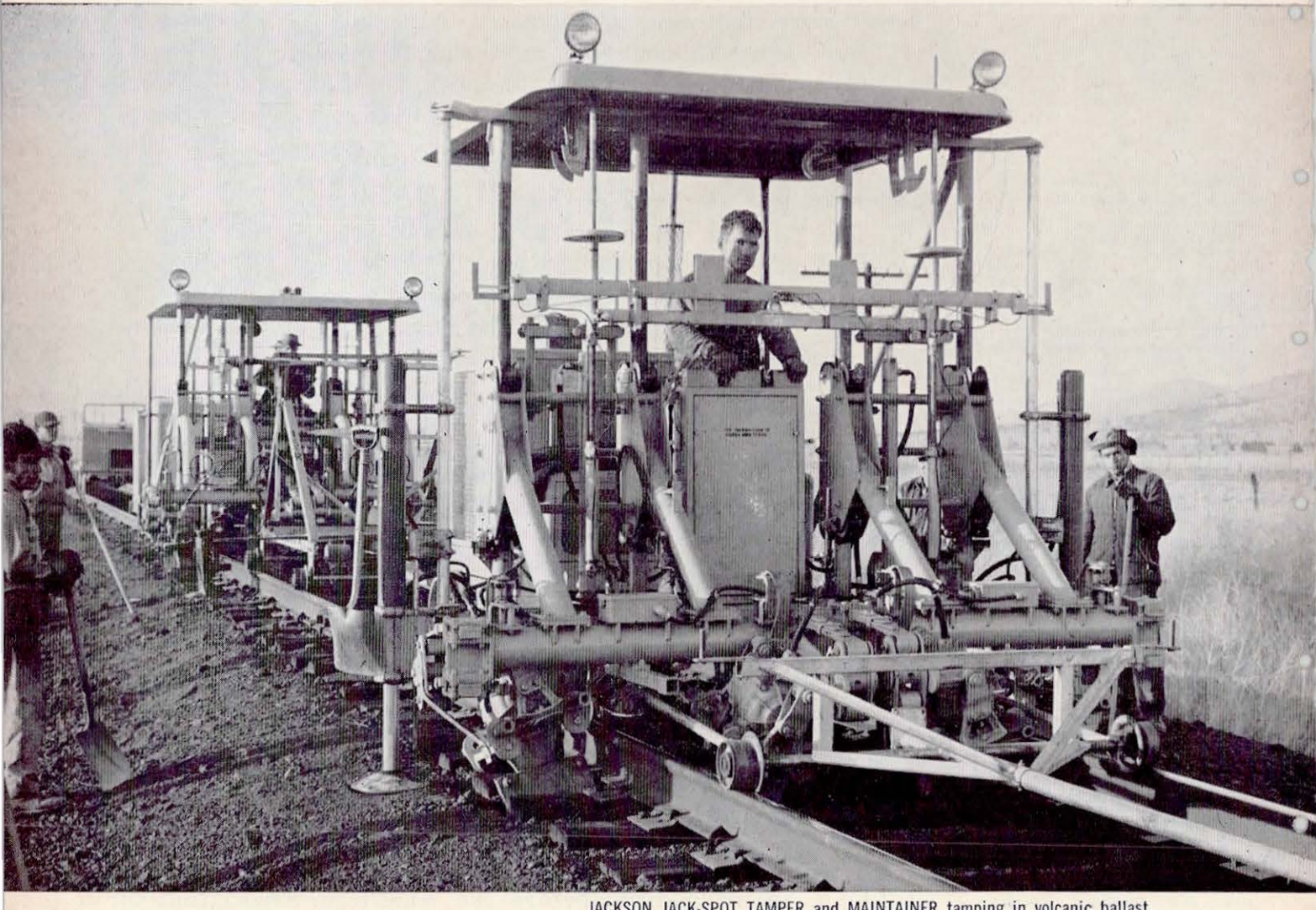

JACKSON JACK-SPOT TAMPER and MAINTAINER tamping in volcanic ballast.

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Week at a Glance CONT.

Current Statistics

Operating revenues	
3 mos., 1960 ...	$2,410,965,646
3 mos., 1959 ...	2,389,964,223
Operating expenses	
3 mos., 1960 ...	1,913,146,741
3 mos., 1959 ...	1,909,302,375
Taxes	
3 mos., 1960 ...	266,237,113
3 mos., 1959 ...	248,387,179
Net railway operating income	
3 mos., 1960 ...	146,864,256
3 mos., 1959 ...	154,645,582
Net income estimated	
3 mos., 1960 ...	99,000,000
3 mos., 1959 ...	100,000,000
Average price railroad stocks	
May 31, 1960 ..	92.81
June 2, 1959 ..	110.46
Carloadings, revenue freight	
20 wks., 1960 ..	11,985,725
20 wks., 1959 ..	12,194,690
Freight cars on order	
May 1, 1960 ...	41,003
May 1, 1959 ...	35,479
Freight cars delivered	
4 mos., 1960 ..	19,429
4 mos., 1959 ..	10,964

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Short and Significant

Railroad and supplier research . . .

is a $45,000,000 per year business, according to estimates developed by the Railway Progress Institute. Holcombe Parkes, RPI president, says a projection of supply company research reports points to a total annual expenditure of almost $35,000,000. AAR estimates on association and member-road research add another $10,000,000.

A joint rail-pipeline rate . . .

has been established by Soo Line and Minnesota Pipe Line Co. to cover movement of crude oil from North Dakota and Montana to refineries at the Twin Cities. Oil moves by rail tank car to Clearbrook, Minn., where it's transferred to the pipeline. Another tariff has been filed with the ICC to provide a similar service from the same origin points to refineries at Wrenshall, Minn., and Superior, Wis., in connection with Lakehead Pipe Line Co.

Agricultural exemptions . . .

now applicable to truckers would be repealed or extended to railroads by bills introduced in the House by Representative Rostenkowski of Illinois. The exemptions are those provisions of the Interstate Commerce Act which leave for-hire trucking of agricultural commodities, livestock and fish free of regulation.

Relief from the 500-mile brake inspection rule . . .

has been denied again to five western railroads. The ICC affirmed its Division 3's ruling which held that the roads had not shown that safety would be "improved" by the proposed modifications. The roads are Santa Fe, GN, NP, SP and UP. They wanted relief to make inspections at points ranging from 502 miles to 577 miles apart.

Appointment of a 'Nixon Democrat' to ICC . . .

has cleared the Senate Committee on Interstate and Foreign Commerce. The appointee, Timothy J. Murphy, was named by President Eisenhower to succeed Anthony F. Arpaia, who resigned. Mr. Murphy identified himself as a Democrat although he seconded Vice President Nixon's nomination at the 1956 Republican convention and supported the Eisenhower-Nixon ticket in the 1956 election. The committee voted 11 to 5 last week to report the nomination favorably to the Senate. Confirmation was expected.

An expected arbitration award . . .

in the BLE wage case hadn't materialized by last Thursday afternoon, June 2—despite earlier indications that the dispute would be resolved by mid-week. The indecision left both management and labor still waiting for emergence of a "pattern" for wage settlement.

PROOF THAT CHEVY'S BIG NEW CABS ARE BUILT FOR A BETTER DAY'S WORK!

"THESE TRAILS WOULD SHAKE THE CAB OFF AN ORDINARY TRUCK...BUT NOT OUR CHEVY"

Few trucks are subjected to the body-wracking beatings that are part of a day's work for this Chevrolet Series 60 pulpwood hauler, owned by J. E. Fox, North Carolina logging contractor. As Bobby Fox, a partner in the business points out, "Loaded full-up with pulpwood, we drive right over stumps and potholes you'd think would tear the truck to pieces. These trails would shake the cab off an ordinary truck, but not our Chevy. Chevies are built to hold together longer."

■ No matter where you haul, you'll profit by the new toughness that's built into Chevrolet truck cabs for '60. You'll benefit from a cab that stands up to slam-bang runs over rough terrain, a cab that stays in A-1 shape years longer. Here are some of the ways in which Chevy assures this tight, maintenance-minimizing performance:

1. Tough new longitudinal sills reinforce the underbody; provide a solid foundation for cab sheet metal.

2. Extra-sturdy door openings—box-section pillars and sills assure lasting alignment. Doors stay weathertight with a minimum of maintenance.

3. New double-walled roof makes cab stronger and safer. Box-section pillars provide solid roof support.

There's a world of comfort for you, too. A wide seat, for instance, that softens the ride yet gives you extra support where it's needed. And there's more head room, hip room, shoulder room and leg room for rangy drivers.

First chance you get, visit your dealer and drive a new Chevy. Experience new Torsion-Spring Ride. Check up on Chevy's famous gas-saving 6's and V8's. Then you'll know, for sure, why you can expect thousands of extra miles out of a Chevy; why you can be sure of more work per day at least expense. . . . Chevrolet Division of General Motors, Detroit 2, Michigan.

1960 CHEVROLET STURDI-BILT TRUCKS CHEVROLET

Rail Rate Reductions Defended

► **The Story at a Glance: The railroad industry last week answered water carrier and trucker complaints against railroad rate practices. The answer was a vigorous defense of rate reductions which improve railroad net income.**

It was made by a group of witnesses headed by Jervis Langdon, Jr., who appeared before the Senate's Merchant Marine and Fisheries subcommittee to which the water carrier and trucker complaints had been made at previous hearings. Strong shipper support for the railroad position came from the National Industrial Traffic League whose president, William H. Ott, advised the subcommitee to reject the complaints as "nothing but a renewed attempt to gain an advantage over the railroads that was properly denied" in the Transportation Act of 1958.

Freight rate cuts which water and motor carriers brand as "unfair" and "destructive" are economically sound and in the public interest, Jervis Langdon, Jr., Baltimore & Ohio vice president and general counsel, told a Senate hearing last week. He appeared as a witness for the Association of American Railroads.

The right to make competitive rates that cover direct operating costs is essential "if the railroads are to have a chance to survive in private control and ownership," Mr. Langdon warned. He went on to point out that the 1958 act's rate-freedom provision, now Section 15a(3), specifically instructs the ICC not to keep the rates of a low-cost carrier artifically high "to protect the traffic of any other mode of transportation."

The B&O vice president said this leaves the Commission "fully justified" in refusing to suspend proposed rail cuts on competitive traffic. He added: "The only protection that a form of transportation is entitled to is protection against predatory rate-making by other forms—and certainly rates that promise to improve net earnings cannot be so regarded."

As for the contention that water and motor carriers should be protected from competition so they would be available in case of national emergency, Mr. Langdon asked why it was necessary to have the railroads subsidize "these marginal operations." He proceeded to point out that the government has not protected marginal railroad operations from the consequences of competition with other forms of transportation "and yet the railroads handled over 90% of the military load during the last war." If standby facilities are needed, they should be provided as such by the government, Mr. Langdon said.

As to the cost factor in competitive rate-making, Mr. Langdon explained and defended the railroad industry's position, which he set out as follows: "The use of long-term variable (or out-of-pocket) costs as a floor for railroad rate-making is fundamental." Also, he emphasized the railroad position that fully-distributed costs should have no role in competitive rate-making.

Among witnesses preceding the B&O vice-president was S. H. Moerman, chairman of American-Hawaiian Steamship Co. He told the subcommittee what he recently told the ICC, i.e. that American-Hawaiian is ready to proceed with plans to resume water carrier service in the intercoastal trade if it receives assurance that the Commission will adopt a competitive-rate policy which makes fully-distributed costs the basis for fixing minimum rates (RA, April 25, p. 60).

Mr. Moerman's request that the ICC announce such a policy has been called "wholly inappropriate" by AAR President Daniel P. Loomis, but Mr. Moerman told the subcommittee he considered the request entirely proper.

"If the out-of-pocket theory is accepted then there is no place for the domestic merchant marine," Mr. Moerman said.

Mr. Langdon was questioned about the Moerman position. His comment was that American-Hawaiian would have to decide for itself whether or not to take the chance of reentering the intercoastal trade—but that Mr. Moerman's fully-distributed-cost proposal "is as unsound as it can be."

Frank Barton of the subcommittee's staff asked if the railroads should be permitted to go in for the rate-making Mr. Langdon advocated without regard to the effect on competitors.

"Oh, yes. They do it to us," Mr.

Coming: International Railway Journal

Expansion of Selecciones del Railway Age, Simmons-Boardman Publishing Corporation's quarterly Spanish-language magazine, into a monthly, world-wide magazine was announced last week.

The new magazine will be called International Railway Journal. It will be edited and published in The Hague, The Netherlands. Robert G. Lewis, publisher of Selecciones del Railway Age, Railway Age weekly, and Simmons-Boardman's four railroad monthlies, will also be publisher of the new world-wide publication. David W. Beadle, who will be editor, comes to International Railway Journal from the public relations department of the New York Central System. Marion Odomirok, editor of Selecciones, will become U.S. editor of the expanded magazine.

Regular publication will begin with the January 1961 issue. A pilot issue is scheduled for October. Basic text of the new magazine will be English; summaries will be provided in Spanish, French and German. The magazine will be circulated among approximately 12,000 railway officers outside the U. S. and Canada. Contributing editors will be maintained in principal railroad centers throughout the world.

"The new international publication reflects the great growth and modernization of railway systems throughout the world," said Mr. Lewis.

"In this jet age, the North Western Railway of Pakistan and the North Western of the U. S. A. are closer together in time and perhaps even in technology than the C&NW and the Texas and New Orleans were 50 years ago. Extensive research has indicated a need for a single forum for the exchange of both economic and technological information on a world-wide basis. The Journal's multilingual approach to truly global coverage will help meet this need."

Langdon replied.

As to ICC decisions interpreting the 1958 act's rate-freedom provision, Mr. Langdon said they were generally in accord with what he considers the sound approach. He noted that all questions raised by the new rule have not been answered but he expected they would be on a case by case basis.

He thinks the decision in the so-called paint case, for example, makes it clear that railroads need not relate their rates to rates of competing motor carriers. He thinks it will take another decision, however, to determine whether rail rates that have the effect of putting a specialty carrier out of business constitute an "unfair or destructive competitive practice."

Mr. Langdon's own position on that point is that rail rates designed to improve net revenues cannot be "unfair or destructive," irrespective of their effect upon competing forms of transport. At the same time, he concedes that railroads may be called upon to indicate their purpose in proposing such rates.

President Ott of the NIT League, who is general traffic manager of Kraft Foods, told the subcommittee that the league supports the ICC "generally" in its administration of the new rule. It does not think the Commission has gone too far "in allowing greater freedom in competitive rate making."

The league also believes, as Mr. Ott put it, that complaints of the water carriers and truckers about "selective rate cutting" by railroads are "without merit." Selective rate cutting, he added, "is bad only for competing carriers who do not like to lose the windfall which is presented by an outmoded value of service rate structure successively increased out of all proportion to cost of service on competitive traffic."

In another place, the NIT League president said selective rate reductions "are not per se unfair or destructive. They are needed to modernize an outmoded rail rate structure and to reflect the inherent advantage of rail transportation, which is low unit cost for high volume of traffic."

"If anything, the Commission is still too restrictive in condemning rail rates that are above cost," Mr. Ott said. His closing plea was this:

"On behalf of the shipping public, the league petitions the Congress not to undo the beginnings towards a sound rate structure which were first made possible by the Transportation Act of 1958. Where the decline of intercoastal shipping is due to competition, it is fair competition that such shipping cannot meet without subsidy."

Railroad industry witnesses scheduled to follow Mr. Langdon were Ernest D. Grinnell, Jr., general attorney, Frisco; Thomas H. Maguire, chairman and counsel, executive committee, Western Traffic Association; R. C. Gill, general commerce manager, Traffic Executive Association—Eastern Railroads; E. C. Hicks, Jr., general freight traffic manager, Atlantic Coast Line.

The trucking industry's presentation, made principally at previous hearings, was concluded last week with a statement by John C. McWilliams, transportation consultant, who appeared for American Trucking Associations.

Watching Washington *with Walter Taft*

• **CONTINUANCE OF THE FARE TAX** on the present 10% basis is proposed in a bill which has cleared the House Committee on Ways and Means. Under legislation enacted last year, this tax is scheduled to be cut to 5% on July 1. The bill approved by the House committee would also extend, for another year, the present corporate income tax rate of 52%.

• **MORE LIBERAL CREDIT** arrangements will be offered carload shippers next month. Responding to the plea of southern lines, the ICC has modified its credit regulations to permit railroads generally to allow a maximum of 120 hours, instead of the present 96-hour allowance, for payment of charges. The 120-hour plan already applies to LCL charges.

TRUCK COMPETITION prompted the southern roads to seek the more liberal arrangements. But motor carrier arrangements will still be much more liberal. The credit period available to truck shippers can be as long as 14 or 15 days, plus intervening Sundays and legal holidays.

OFFICIAL-TERRITORY RAILROADS, other than the C&O, opposed the liberalization. They expressed fears that competition would force them to go along, and that the adverse effect on their working-capital position would outweigh prospective benefits to shippers. The National Industrial Traffic League and other shipper interests supported the southern roads.

TWO COMMISSIONERS, McPherson and Freas, think credit arrangements of railroads and truckers should be the same. Both made that point in brief opinions accompanying the majority report.

• **ONLY THE LONG ISLAND,** of the "large railroads," kept its passenger operations in the black last year. A compilation by the ICC's Bureau of Transport Economics and Statistics shows that LI's 1959 passenger service operating ratio was 88.98. Its net railway operating income from passenger operations was $1,354,000. LI was also alone in reporting a deficit ($241,000) from 1959 freight operations.

TWO OTHER ROADS on the list had passenger-service operating ratios under 100, but their passenger operations nevertheless produced deficits. They were the New Haven with a ratio of 98.26 and a deficit of $12,644,000, and the Texas & Pacific with a ratio of 99.57 and a deficit of $1,314,000. Highest ratio was the Cotton Belt's 228.65, but its deficit was only $357,000. Biggest deficit was $42,779,000 shown for the Union Pacific which had a ratio of 161.09.

• **COST OF DINER DOLLARS** rose one-half cent in 1959—to $1.467. In other words, last year's ratio of diner and buffet expenses to revenues from those services was 146.7, compared with 146.2 in 1958. The aggregate 1959 loss from diner and buffet services was $24,165,000, down $1,191,000 from 1958's loss of $25,356,000.

Roller or Solid?...a bearing specialist's answer

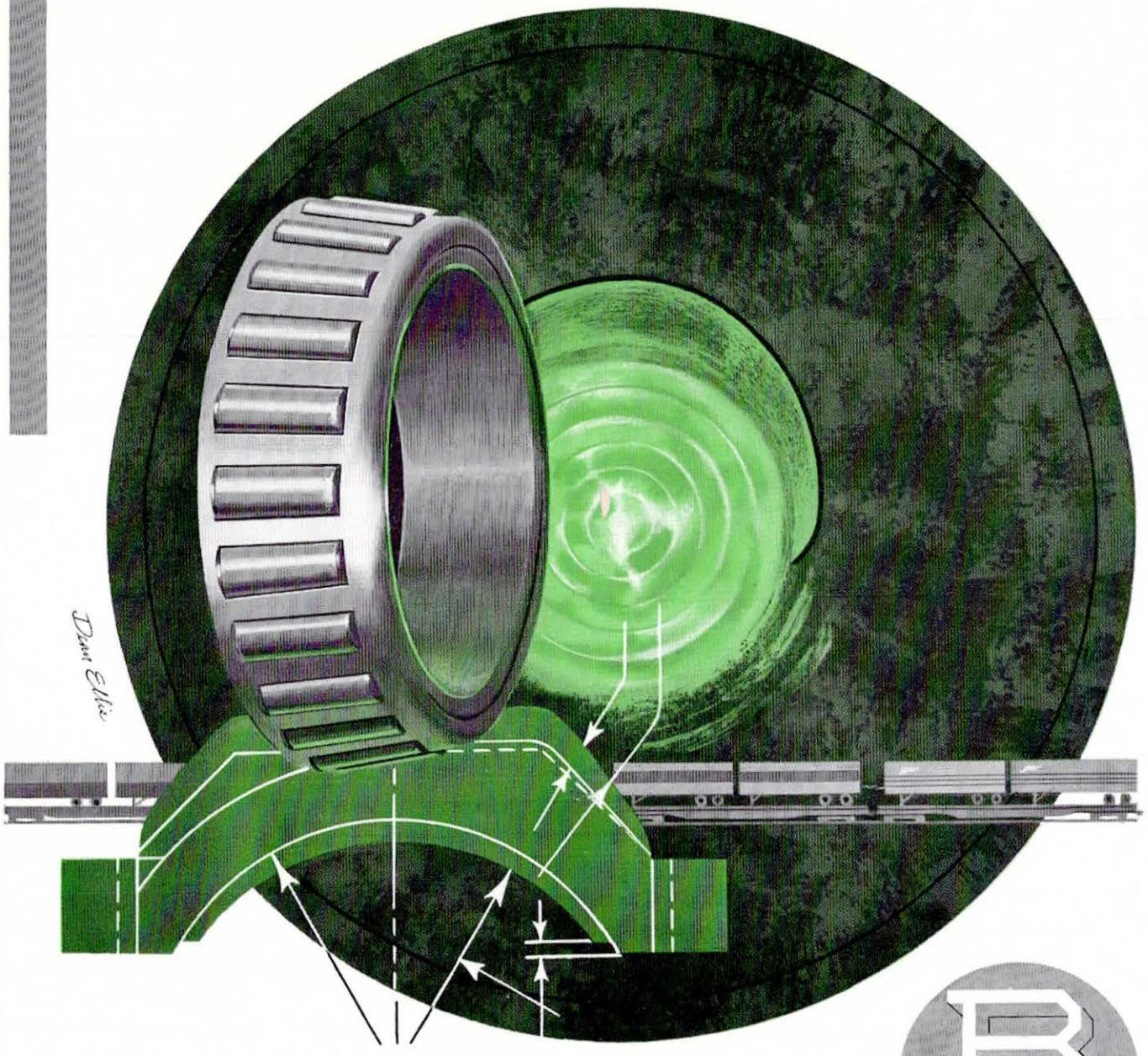
Our belief is that *both* bearings have a job to do.

In general... as much new equipment as possible should have roller bearings – particularly, fast-freight, high-mileage cars. The roller bearing is the only *final* answer to the hot-box.

On the other hand, solid bearings will be needed on existing equipment for many years to come. Low in cost and rugged, they give excellent service.

For these reasons Brenco is the only manufacturer who makes both types and specializes exclusively in railroad bearings.

Brenco bearings... more than a million in service!



BRENCO INCORPORATED

316 East Main Street, Richmond, Virginia

BRENCO BEARINGS

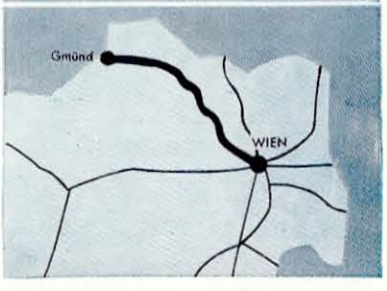
HENSCHEL

HENSCHEL-GM DIESEL ELECTRIC LOCOMOTIVE
Model J 12 1425 HP Bo-Bo 72 tons
for the AUSTRIAN FEDERAL RAILWAYS

Part of the railway modernisation scheme in Austria is the conversion to diesel traction of secondary main and branch lines. For dieselisation of the Franz-Josefs-Bahn the HENSCHEL-GM model J 12 locomotives have been chosen as standard for all types of services.

In their first year of operation these locomotives have covered nearly 1.4 million kilometers, while, compared with similar diesel locomotives, maintenance and repair costs have been cut by more than one half

AUSTRIA



HENSCHEL-WERKE GMBH KASSEL GERMANY

Letters from Readers

For the Record

Washington, D.C.

To the Editor:

The article in the May 23 issue entitled "Telephone Fight" I am afraid leaves an inference that isn't in complete accord with the facts. The box on page 32 quoting from a statement by the Committee of Direction of the AAR Communications Section carries the inference that the AAR is not opposed to the new tariffs in this FCC case number 12940.

The box states that the Committee's communication was placed into the record but actually this was at the instance of counsel for the AT&T. Actually in the record is a statement by counsel for the AAR reading as follows:

"For the record, I should like to say that on September 25 of this year our Board of Directors authorized and instructed the Law Department of the Association to intervene in the proceeding and support to the fullest the position taken by the Southern, the Santa Fe and the Illinois Central, which were the only roads at that time that had made their position known." (Transcript page 351.)

As you can see from these facts, the AAR is very much in this case on the side of the protesting railroads contrary to the assumption that might be made from the story . . .

J. Handly Wright
Vice President
Association of American Railroads

A Travel Agent Speaks

Billings, Mont.

To the Editor:

It was with a great deal of interest that we read, in May 16th Railway Age, "Should RRs Pay Travel Agents?" Both pros and cons were clearly stated.

We do not enjoy being only a " 'messenger' or intermediary between patron and railroads" but, under the existing reservations and ticketing procedures, we have no choice . . . Putting ticket stock in travel service offices is very much the crux of the whole setup—and here we must use the picture of comparisons between the sale of air and rail.

The fact that we have, in our offices, the following sales aids makes the sale of air over rail incomparable: ticket stock, airline tariffs that cover "through fares" over combined lines and portion of same, up-to-date routing maps, easy-to-read schedules and good quick reference materials as well as current bulletins advising of changes and other sales tools.

When a customer comes into our office for air transportation we can work out his itinerary, no matter how complex, secure his space and write up his ticket in a one-endeavor transaction. This is not so with rail. We must keep a "little black book" of fares which were gleaned through past bookings to the same areas for we have access to no complete tariffs. The rail guide, to which we subscribe, has no complete rail map that would help in planning connections readily while the passenger waits. Confirmations, even on-line confirmation of space, are not immediately available upon request as they are with airlines' requests. Not having the ticket stock in the office means that we must make a trip to the rail ticket office to pick up a ticket that someone there has had to take the time to make up.

This latter statement lends credence to the anonymous writer's reference (RA, May 16, p. 36) to the order-taker-messenger role of the travel agent but discounts a very important fact and that is, that the writing of the ticket itself is the least effort of any booking. Before its issuance has gone the time-consuming efforts of determining which carriers will be used, which connections are best for the traveler, what the costs will be and all the other details that go into finalizing a booking. Surely there is a great deal of value to the rail ticketing personnel by eliminating this tedious part of reservations when the travel agent presents them with a completed, compact reservation that needs only a confirmation and ticket!

Commissions, of course, are vital to the existence of the travel agencies—this could not be denied—but they are not as much our major concern at this time as the importance of getting a workable, justifiable plan so that the two, carriers and agents, can work together for the mutual benefit of travel promotion. Rather than worrying so much about whether or not the agents are creating new business for the railroads, the afore-mentioned anonymous writer might well worry a bit more about hanging on to the old business—and in this connection, the agent *does* have some control or influence with the intended passenger!

The very livelihood of the travel agencies depends on selling the customer on travel that is so satisfying to him that he will be not only a "repeat" passenger, but will sell his friends on the idea of using the facilities we offer. It stands to reason then that we would sell rail to the "rail minded" over any other mode of transportation if that sale was as convenient to handle as other modes of transportation . . .

The idea of pitting one means of transportation against the other to raise commissions by holding a "no sale" club over their heads is ridiculous. As you are aware, bus lines pay 10%, yet our bus sales represent the least of our business volume. We raise this point to add emphasis to our statement that our primary concern is getting a workable sales setup between the railroads and agents, over and beyond a bid for more commissions!

The Rail Travel Promotion Agency program was an early step in the right direction for sales incentive, although it was somewhat an acknowledgement of the part an agent must be expected to play to justify his existence; that is, to help the passenger with ALL of his travel arrangements. It made the agent aware of a monetary benefit for using rail but failed to make its sales mechanics more efficient . . .

Mary D. Roberts
Senior Sales Agent
Wilcox Travel Service

Industrial Development

Cincinnati, Ohio

To the Editor:

You should see how the Mill Creek Valley district in our city has filled up with new industry—including many trucking terminals. The railroads lead in the planning of industrial developments and, too often, a large part of the traffic thus created is siphoned off to other forms of transportation—which made little or no contribution to bringing it into existence.

Many thanks for the courageous editorials on your Action Page—and the gratifying and often stimulating comment in your After Hours column.

John W. Kunker

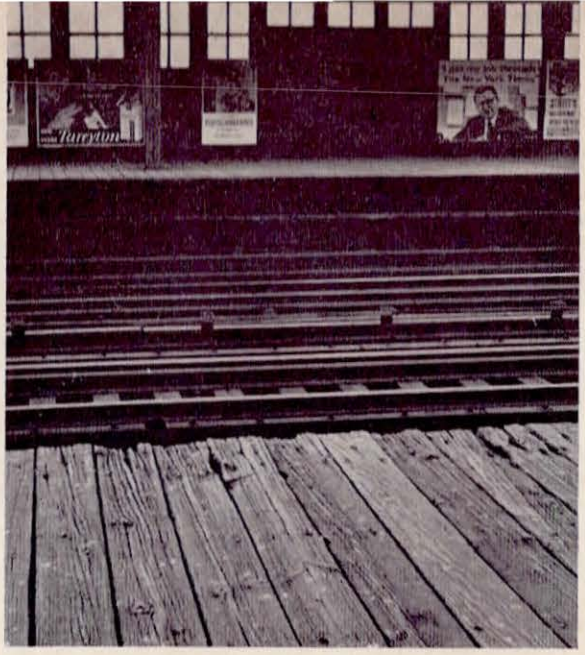
Current Publications

BOOKS

THE ELECTRIC INTERURBAN RAILWAYS IN AMERICA, by George W. Hilton and John F. Due. Illustrations. Stanford University Press, Stanford, Cal. $9.50.

Part I describes the building and technology of the interurbans, their passenger and freight traffic, their regulation by public authorities, their financial history, and their final decline and abandonment. Part II presents histories of the more than 300 companies that comprised the industry. A list of the principal interurban car builders is included, and there are two indexes—a general subject index, and a company index.

NYCTA: New Platforms Lower Station Upkeep



WOOD DECKING on elevated station platforms wears out quickly, requires replacement about every six years.

CONCRETE SLABS installed on NYCTA's Jerome Avenue line have a life expectancy of 50 years.

By the end of 1960, New York City Transit Authority expects to have completed converting wooden platforms to pre-cast concrete slabs on 20 of the 126 elevated stations that had wooden platforms at this time last year. Eventually, all stations with wooden platforms will have them replaced with concrete slabs.

The long-range conversion plans call for conversion of about 12 stations a year at a cost of approximately $750,000. The program will run for 10 years.

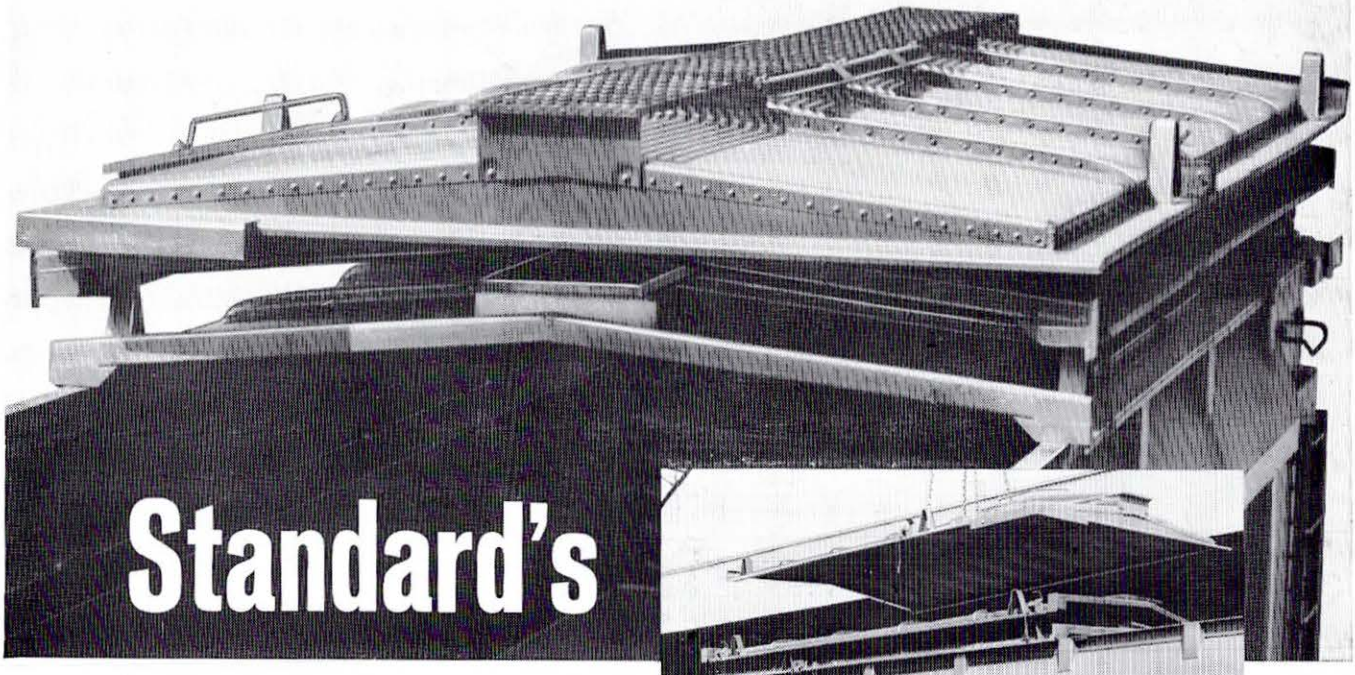
First experimental installations of the pre-cast concrete platforms were made two years ago, in two separate stations. With satisfactory results from the experimental installations, NYCTA contracted last summer for conversion of six stations on the Jerome Avenue line of the IRT Division. Work on these has now been completed.

Next projects to get under way will convert the remaining five Jerome Avenue stations, plus nine stations of the Culver Line.

Cost figures developed in connection with the six-station Jerome Avenue project show why NYCTA is proceeding with the conversion. The six stations have a total of approximately 70,000 square feet of platform space. Low bid for the conversion was slightly under $350,000.

The platforms could be replaced with wood, at present prices, for $157,500, but the wood must be renewed every six years. The concrete slabs, on the other hand, have a 50-year life expectancy. At the end of the 50-year period, use of the concrete slabs is expected to show savings of approximately $1,000,000 for these six stations alone. Moreover, the concrete slabs are a safer walking surface, particularly for high-heeled shoes.

✓ *Here's* **STANDARD'S** *responsibility to the railroads at work...*



Standard's New Removable Gondola Roof

Protects customer's valuable lading...

Eliminates costly packaging and shrouding...

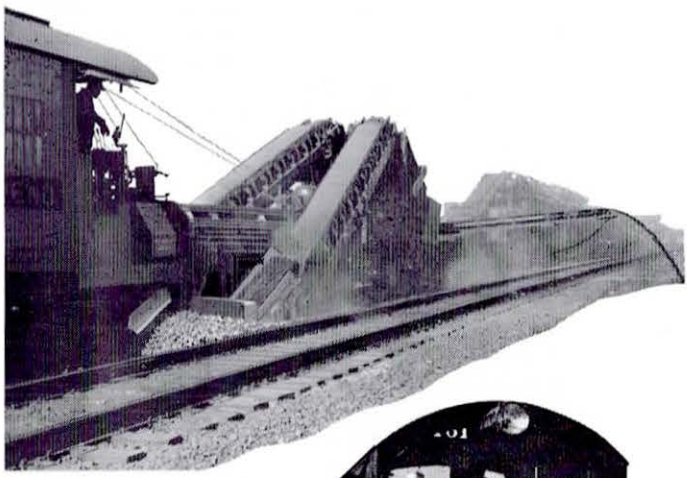
Standard's Removable Gondola Roof comes in three sections which, when in place, give the roof the same kind of diagonal strength found in Standard's regular roofs. Each section is easily moved on to the gondola car and easily stacked to conserve dock space. This new roof defends against costly rust and corrosion of valuable products such as structural sheets, coil and tin plate. Lading is delivered in perfect condition. Your savings are measured in reduced lading losses and added customer good will. Your Standard representative has the details.

STANDARD RAILWAY EQUIPMENT
division of STANRAY CORPORATION

PROGRESS REPORT

SPENO

Here are the up-to-date facts on the SPENO Ballast Cleaning and the SPENO Rail Grinding Services.



BALLAST CLEANING

SPENO Engineering and Research has developed a superior screening arrangement so that we are now using an improved Ballast Cleaner with greater efficiency.

RAIL GRINDING

Our Rail Grinding Service has been so well received we are now building a *THIRD* Rail Grinding Train to take care of the increased demand.

SPENO is constantly developing means for better service to make sure that the Railroads receive everything they pay for — and more

Just Ask the Railroads That have used us!

PRI MEMBER

FRANK SPENO RAILROAD BALLAST CLEANING CO., INC.

Clark Street
East Syracuse, N. Y.

306 North Cayuga St.
Ithaca, N. Y.

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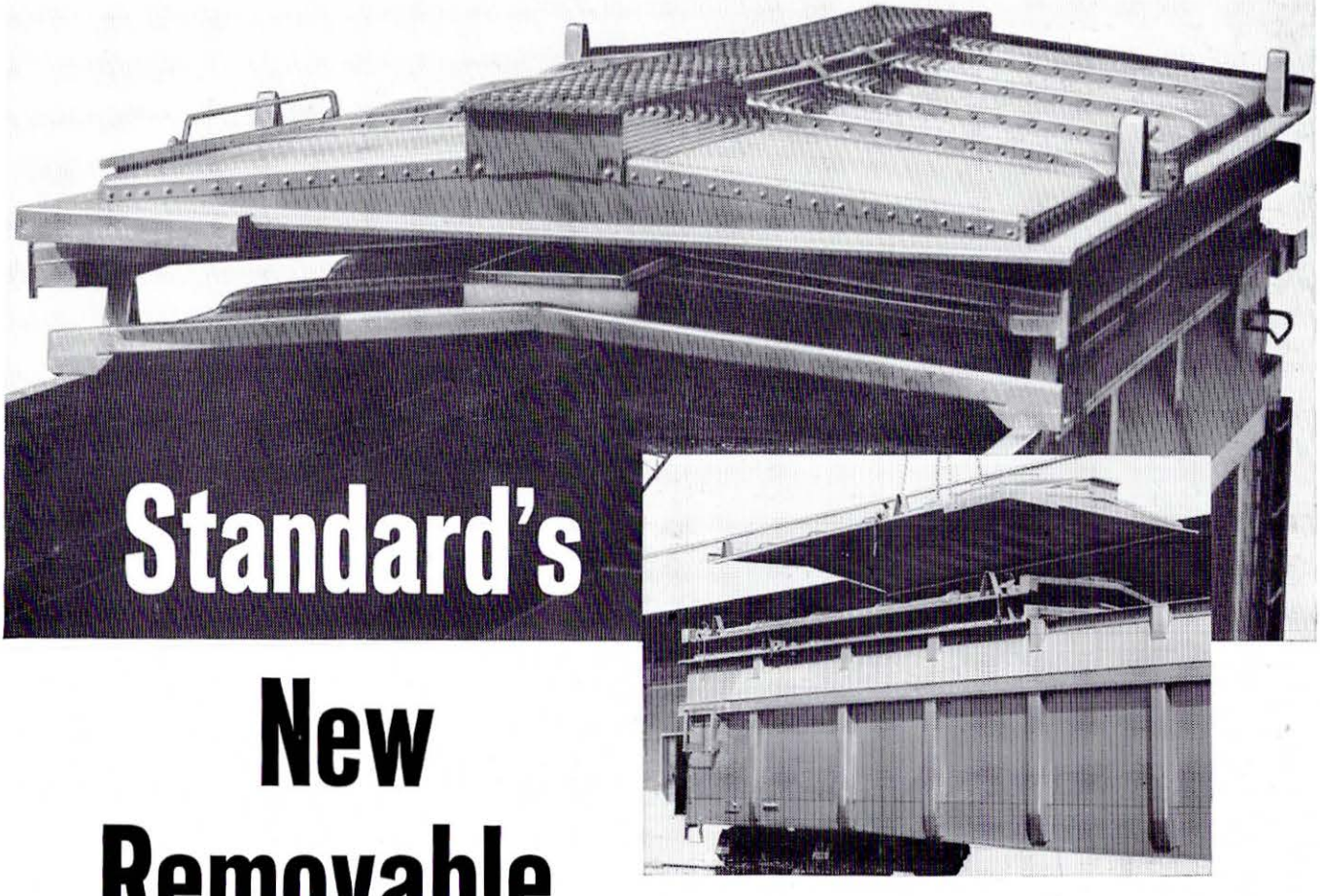

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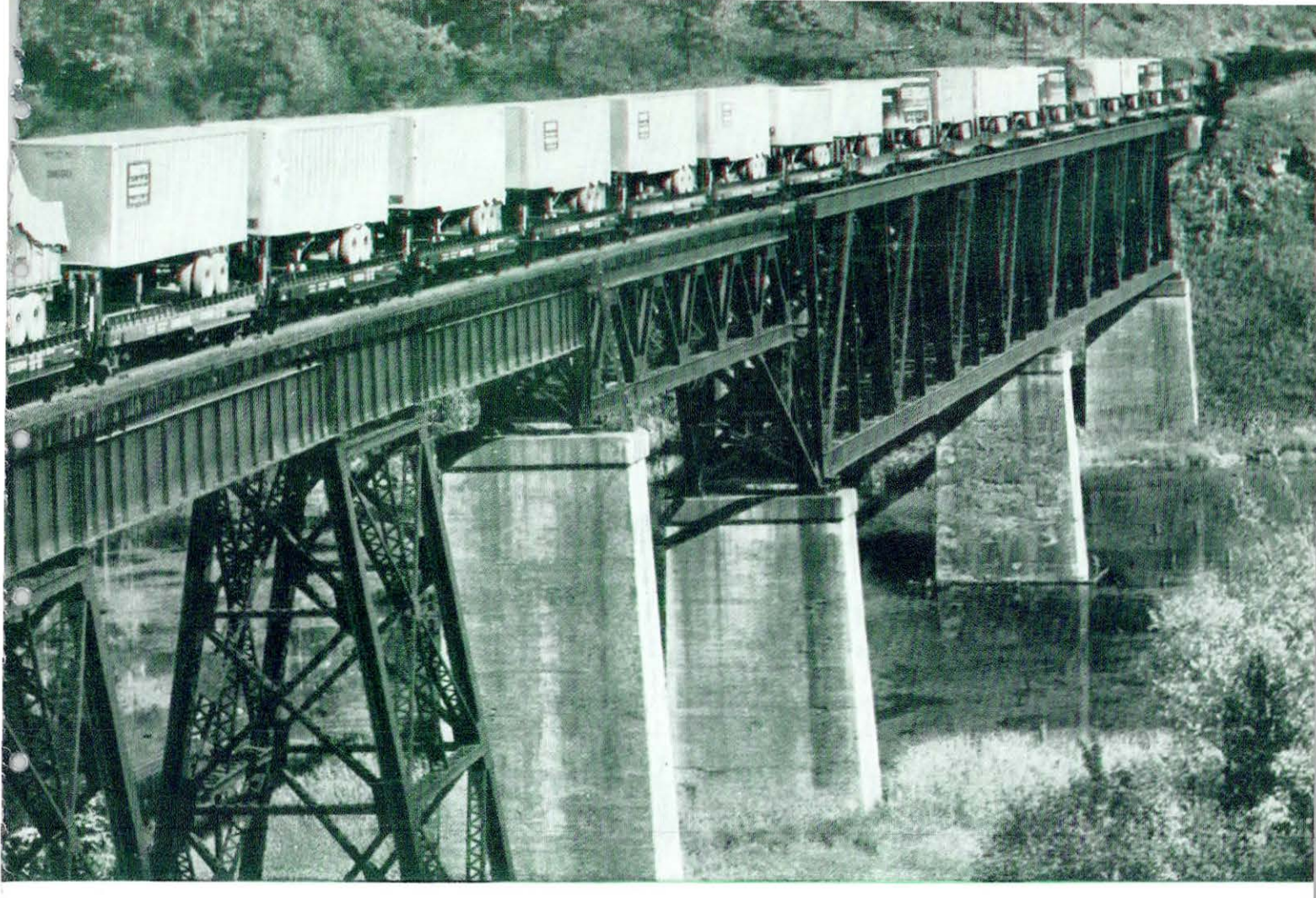
STANDARD RAILWAY EQUIPMENT
division of STANRAY CORPORATION

The progressive Canadian Pacific Railway

*963 ~~863~~ Piggyback Cars



now has in service equipped with COBRA® SHOES

Good braking is an important customer benefit offered shippers who use Canadian Pacific Piggyback Service. Fewer sudden or jerky stops mean safer transport of both carriers and cargo. The result is an ever-increasing preference for this economically sound way of delivering freight between Canada's key distribution points.

In addition to their smoother braking performance, the COBRA SHOES on these high-demand piggyback cars are an important factor in keeping them in service. Because of the longer life of COBRA SHOES and greater wheel mileage obtained from wheels braked with COBRA SHOES, very little time is spent for shoe or wheel replacement.

The application of COBRA SHOES to its piggyback cars is but the latest indication of the Canadian Pacific's adoption of this improved brake shoe. Following its first order in May, 1956, and its successful use on an overnight compartment car on the Montreal-Toronto run, the Canadian Pacific has installed COBRA SHOES on 48 commuter cars, 22 transcontinental sleepers, *~~863~~ 963 piggybacks, and on *~~115~~ 150 diesel switcher and road locomotives.

COBRA SHOE installations are growing in expanding number and volume. Like the Canadian Pacific more and more railroads turn to COBRA SHOES as service evaluations repeatedly demonstrate their smoother performance and their economy through greatly extended service life.

Write for a copy of a special brochure which covers in detail the many benefits to be derived from using these truly revolutionary brake shoes.

**Includes increase in Cobra Shoe Installations since January 1, 1960*

The COBRA SHOE... a product of the combined research facilities of

WESTINGHOUSE AIR BRAKE COMPANY
Specialists in Braking

JOHNS-MANVILLE CORPORATION
Specialists in Friction Material

RAILROAD FRICTION PRODUCTS CORPORATION *Wilmerding, Pennsylvania*

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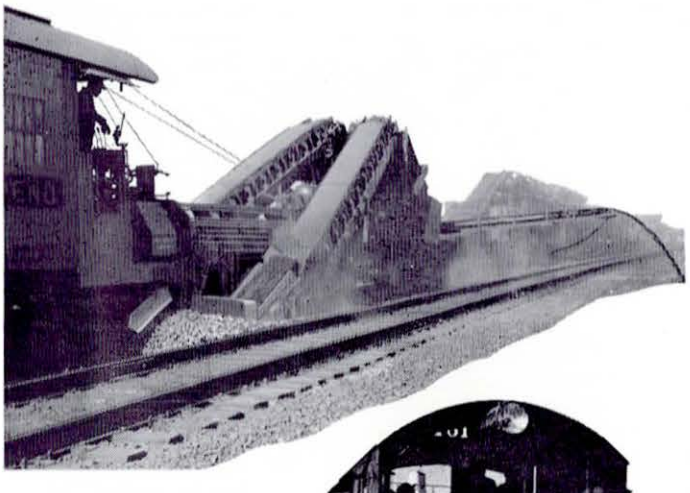

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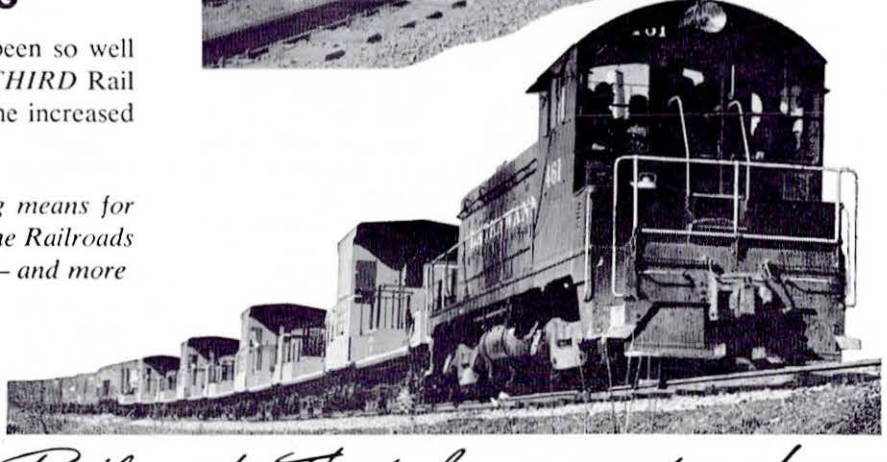


Just Ask the Railroads That have used us!

GEARED TO PROGRESS
P R I
MEMBER

FRANK SPENO RAILROAD BALLAST CLEANING CO., INC.

Clark Street
East Syracuse, N. Y.

306 North Cayuga St.
Ithaca, N. Y.

Need for Leadership Stressed

► **The Story at a Glance: Leadership training for railroad supervisors will get emphatic backing in a report slated for discussion at this week's annual meeting of the railroad superintendents' association in St. Louis.**

Recommendations for training will be coupled with a plea for more effective two-way communications—with the object of shoring up employee morale. K. E. Miller, general superintendent of transportation of the D&H and a member of the AARS committee on building employee morale, puts it this way:

"The most valuable assets a railroad has are its human assets and any railroad that does not recognize that fundamental fact is headed for trouble. . . . It is just as important to maintain good morale among those human assets as it is to maintain fixed assets or inanimate objects in first-class condition, if operations are to be conducted with maximum efficiency."

The 1960 meeting of the American Association of Railroad Superintendents will, in general, lean heavily toward ways and means of improving customer service.

Four of six reports to the meeting will deal directly with the issue. Discussion will cover improvement in interchange procedures and inter-railroad cooperation; rearrangement of station agency services; improved efficiency through automation and improved operating methods; and basic needs to maintain railroads as a strong agency of transportation. Another report deals with superintendents' responsibilities in accident and injury investigations.

Speakers will be top traffic officers of two major shippers—T. R. Atchison of Ralston Purina and G. W. Wright of International Salt—and presidents of two service-conscious railroads—Herman H. Pevler of the Wabash and Carl A. Bick of the Monon.

Report Offers Plan for Action

On the final day of the meeting, association members are scheduled to dig into a committee report that pinpoints the weak spots and offers a course of action in the industry's relations with its "human assets."

The committee, headed by Thomas Parker, Jr., director of personnel administration, Central of Georgia, started with a questionnaire circulated both to AARS members and to rail labor leaders (including a number of general chairmen).

"On the whole," the committee asked, "would you say employee morale in the railroad industry is: Excellent, generally good, only fair, poor, the worst you have ever seen it."

The replies: 85.26% of management representatives classed morale as excellent, generally good or fair. In contrast, only 41.5% of labor respondents checked off one of those three blocks.

K. E. Miller, Delaware & Hudson general superintendent of transportation, challenges union leaders' comment that morale is at an all-time low —"The situation is not as bad as they would have us believe, [but] we also know that it contains an element of truth, and it is well to examine the causes of morale deterioration and to consider methods of combatting it."

Job security gets major attention in the report as an ingredient of morale—an ingredient in short supply because of the state of the industry, with management "engaged in a fight for survival, certain in its knowledge that it must control spiraling labor costs by cutting back employment, and . . . employees and their representatives resisting such efforts with every means at their disposal in their fight for self-preservation."

"Many probably wish they could turn back the clock and forego some of the wage increases that have meant fewer jobs at higher wages, but it is too late for that now . . . If employee morale, as reflected by job security, has deteriorated it is largely because of the events of the past 10 years which the railroads have been powerless to control."

Still, Mr. Miller contends, effective leadership and two-way communications, coupled with today's increasing measure of job stability, can halt the decline in morale and turn it upward again. He makes these points:

- Leadership—The ability to lead is acquired, or at least cultivated, through training. It follows, then, that "if we expect our supervisors to build morale through their leadership, we must take the time and effort to make them proficient in the art of leadership. This applies with special emphasis to first line supervision where the broadest area of employee contact is made . . . We are certain that employee morale can be improved through dynamic leadership, but the leadership must be provided by all levels of supervision trained in the art."
- Communications — Exchange of thought and idea should be a true exchange, operating both upward and downward. Supervisors should be well-informed on company policies and objectives, they should be free to talk with subordinates—and they should be straightforward. If, for example, jobs are abolished to cut payroll expense, the supervisor, "might just as well come right out and say so, instead of trying to disguise the obvious. When this is done right, it's surprising how well the employees and labor representatives respond. They may not like what is being done and they may resist it, but at least they understand the necessity for the move. When asked if, were it their own money, would they spend it in that manner, few will answer 'yes'."

Railroads, another committee declares, "would do well to tear down the invisible 'Chinese Wall' of rugged singleness and consider the railroads of the United States as one large transportation system [because] our customer is not nearly so interested in how quickly one railroad moves his car as he is in how quickly his car is handled from origin to destination and in the effort each railroad involved in the movement is making to supply him the best service possible. We must consider not just the point of interchange and obeyance of the rules. We must move our thinking back to the origin of the shipment destined for inter-line movement and not lose sight of the overall importance."

How to Improve Interchange

The committee, headed by T. F. Schaekel, manager-car service records, Pennsylvania, comes up with a series of suggestions for improving the interchange operation to improve service generally:

- Elimination of unnecessary terminal delays to speed through movement of cars. The Great Northern and Western Pacific have accomplished this on one route. They eliminated multiple switching and resulting delay on the Klamath Falls, Ore.-Keddie, Calif., line by running through the former interchange point, Bieber, Calif.
- Pre-classification by destination. At Portsmouth, Ohio, the committee notes, N&W classifies for connecting road destinations and when cars are delivered in interchange all trains are classified for from one to five destinations on the receiving line. Advantages of reciprocal switching arrangements, or destination classification are: Dou-

(*Continued on next page*)

SUPERINTENDENTS STRESS LEADERSHIP, SERVICE *(Continued from page 19)*

ble switching is eliminated, switching costs are cut, terminal delay is reduced, availability of equipment is increased, potential for lading damage is reduced—and traffic moves faster.

• Elimination of redundant operations. The committee finds that many times a road delivers cars, and its power and crew then return right to origin point—"This is a waste, a costly waste, not only of money but also of transportation facilities. Studies should be originated and negotiations entered into that would permit a crew performing a delivery to another line to pull cars from that line."

Duplication and waste in clerical operations also fall in this category. Here the committee sees a possible solution in wider use of the so-called standard format for waybill and car movement information. More than a dozen roads have adopted the method; many others, including those operating in the Chicago terminal area, have it under careful study.

The committee also calls for better carrier-shipper cooperation to determine customer needs. The report points out that "we must analyze the facilities that are involved and we must be in a position to indicate the most dependable schedule that can be created and maintained. This will restore and increase customer confidence in the railroad and will place us on an improved competitive standing with other modes of transportation."

RRs Should Work Together

As a general recommendation, Mr. Schaekel's committee concludes that "railroad men should work as if they were a part of one big railroad, [and] that cooperation between railroads in the handling of interline freight is of extreme necessity if we are to continue to fulfill our place in the national economy . . . We should never stop studying our problem. We should never accept a bad situation as the only situation—certainly it can be improved."

Another phase of customer service—careful car handling—will be stressed at an evening session on the opening day of the meeting. Carl A. Naffziger, director of the Freight Loss and Damage Prevention Section, AAR, will be chairman of the meeting. Messrs. Atchison and Wright will address the superintendents the following morning.

Other subject committee reports will be presented by T. E. Reynolds, superintendent, New York Central; D. T. Barksdale, assistant general manager, Missouri Pacific; J. C. Davis, trainmaster, Santa Fe; and J. D. Shea, general superintendent, Milwaukee.

The annual meeting will begin Tuesday morning, June 7, with the traditional charge to the superintendents by Mr. Pevler and the report of AARS President C. C. Robinson, superintendent car service, Monon.

The superintendents will tour properties of the Terminal Railroad Association of St. Louis and the Alton & Southern on a special train scheduled to leave St. Louis Union Station at 2:15 p.m. on June 8. The inspection trip will follow the annual luncheon, at which Monon President Bick will be the principal speaker.

Railroading After Hours with Jim Lyne

ECONOMICS IN 9 WORDS—The New Jersey Taxpayers Association has sent me a leaflet, which tells about a king who wanted to have economics explained to him simply and briefly—and the job was done for him in these words: *"There is no such thing as a free lunch."*

The Taxpayers Association goes on to point out that every dollar of "federal aid" New Jersey gets costs its taxpayers $2.62. All true; there's no free lunch—somebody pays for it. But the practice of ordering expensive banquets continues, because the boys who do the ordering always have it figured out that somebody else is going to pick up the tab. And in too many cases they are right.

PRICING & PASSENGERS—There is one railroad I know of that, every time it has had to increase fares, has done so by putting a flat increase of so much on all tickets, regardless of distance. This means that the railroad no longer has a uniform per-mile rate of fare. Short-haul charges get up to around 6¢ per mile—while longer hauls are one-third or so less, on a mileage basis.

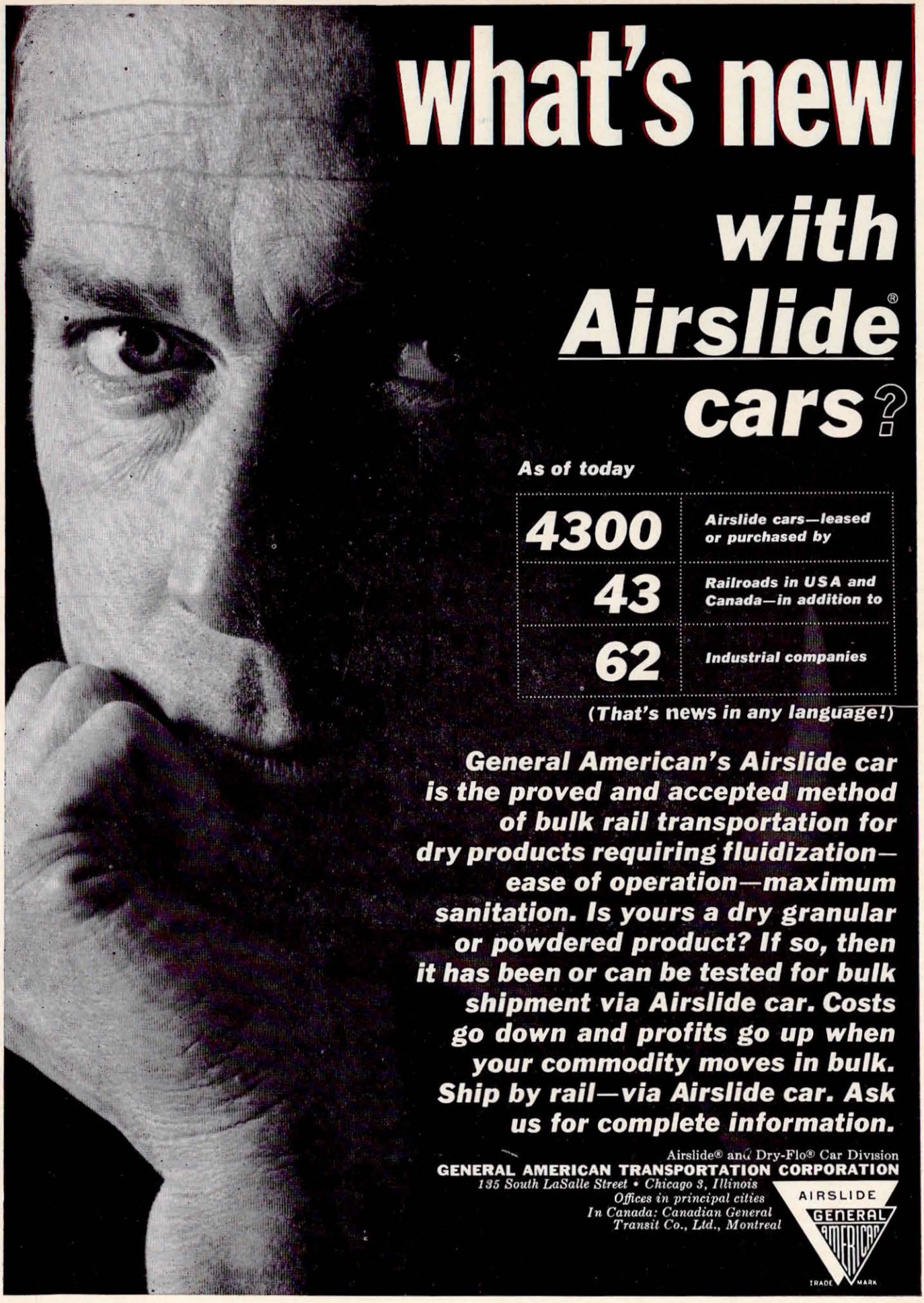
It costs a railroad just about as much in terminal expense for a passenger going 15 miles as for one who rides several hundred miles, and fares in strict proportion to miles, it seems to me, tend to penalize the long hauls.

One of the airlines' strong points is that their service is mostly between centers of population, so they can hope to get full loads for the entire run. This is a lot different from a railroad which has a big town at one end of a line, and nothing big on the other end. In such a situation, the cost to the railroad for a short-haul rider is practically the same as that for the passenger who rides the full length of the line.

UNFRIENDLY PROF—I've just been reading in the papers about a professor named Barloon from Western Reserve University, who has been in St. Louis testifying against the application of the Illinois Central and the Southern Pacific for authority to acquire a barge line. This individual, as I recall, wrote a magazine article a few years ago in which he predicted a gloomy future for the railroad industry—foreseeing the bulk of their traffic being diverted to barges and trucks. Since making that prediction, he has been popping up as a witness against measures to give railroads greater freedom to adjust themselves to competition.

Having crystal-balled hard luck for the railroads, he is doing his best to make his prediction come true.

Most of the college teachers of economics and transportation are scrupulously fair in their appraisal of the railroad situation. If there are any others of them definitely unfriendly to the railroads, as Barloon repeatedly shows he is, they've so far escaped my notice.


what's new
with
Airslide®
cars?
As of today
4300
Airslide cars—leased or purchased by
43
Railroads in USA and Canada—in addition to
62
Industrial companies
(That's news in any language!)
General American's Airslide car is the proved and accepted method of bulk rail transportation for dry products requiring fluidization—ease of operation—maximum sanitation. Is yours a dry granular or powdered product? If so, then it has been or can be tested for bulk shipment via Airslide car. Costs go down and profits go up when your commodity moves in bulk. Ship by rail—via Airslide car. Ask us for complete information.
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Offices in principal cities
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AIRSLIDE
GENERAL AMERICAN
TRADE MARK

WELDED RAIL strings on the output side of Matisa Railweld's Summit, Ill., plant.

WORK on Linde Company's Harrisburg,

Butt-Welding Booms as Fixed

► **The Story at a Glance: A new element has been introduced in the rail butt-welding field—this is fixed welding plants near rail-rolling steel mills.**

What do such plants mean to the railroads? For the small roads these plants usually mean the difference between being able to afford welded rail or not. The larger roads present a divided opinion. Some prefer to have welding plants set up on their own properties where, they say, they can control plant operations and produce welded joints at less cost than the fixed plants. Others prefer to have the fixed plants do their rail welding because they say this eliminates the expense and other problems of maintaining leased plants on their properties.

By the end of this year, a lot more railroad men are going to know a great deal more about continuous welded rail than ever before. This is because of the establishment of fixed rail-welding plants (see table) around the country near the rail-rolling steel mills.

A recent survey by Railway Age shows that, because of these plants, much more rail will be welded and more railroads will be laying welded rail for the first time.

It now seems that the long rails have finally come of age. It was not until 1955, 22 years after the Delaware & Hudson had extensively pioneered in the use of welded rails, that such rail was laid in any significant quantities. In that year, 266.5 track miles, or about 12% of the new rail laid by Class I roads, was welded into the long lengths. In 1957, just two years later, this percentage had risen to 37.5, and, in 1959, to 45.5.

From the quantities of new rail ordered with undrilled ends for the 1960 relays, a steel company spokesman estimates that 60% of the new rail laid this year will be continuous welded rail. If this estimate proves correct, approximately 1,850 track-miles of welded rail will be laid.

A substantial part of this mileage will be welded at the fixed plants. These plants had their origin in a suggestion made in 1957 by the president of a small midwestern railroad. He proposed that rail-welding companies establish welding facilities at or near major rail-rolling steel mills so that rails 78-ft and longer could be shipped from those points.

This suggestion was considered by two AREA committees: the Committee on Rail and the Special Committee on Continuous Welded Rail. These committees canvassed their own memberships on the merits of this proposal and they also ascertained the attitudes of the rail-rolling mills and of the various firms interested in rail welding.

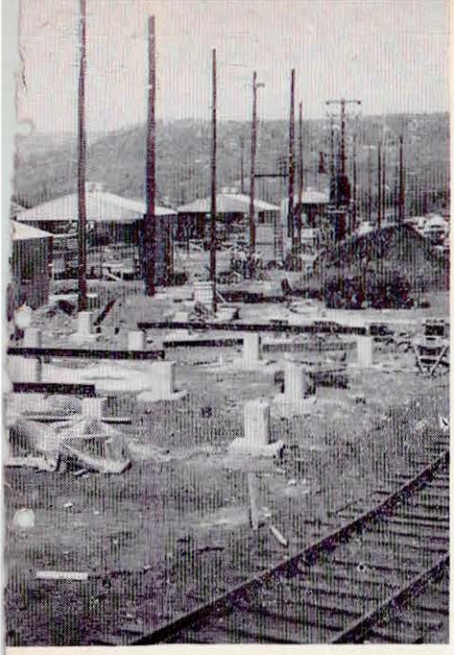
This investigation revealed that, along with the larger companies, many smaller railroads were interested in securing welded rail. However, under conditions then prevailing, they could not justify the cost of setting up welded plants on their own lines. Also, the investigation showed that other railroads were interested in securing 78-ft and 117-ft rails on a practical basis. This interest and evident demand for long lengths led to the establishment of the fixed plants.

Fixed rail-welding plants open up a new contract method to railroads for obtaining welded rails. Previously, a railroad that wanted butt-welded rail could obtain it in two ways. One was to have the welding done under a lease or lease-contract basis by a mobile plant established on the company's property for the time required to do its welding for that year. Under this plan, the welding company furnished only key personnel, such as supervision and, in some cases, welder operators, with all other labor being provided by the railroad.

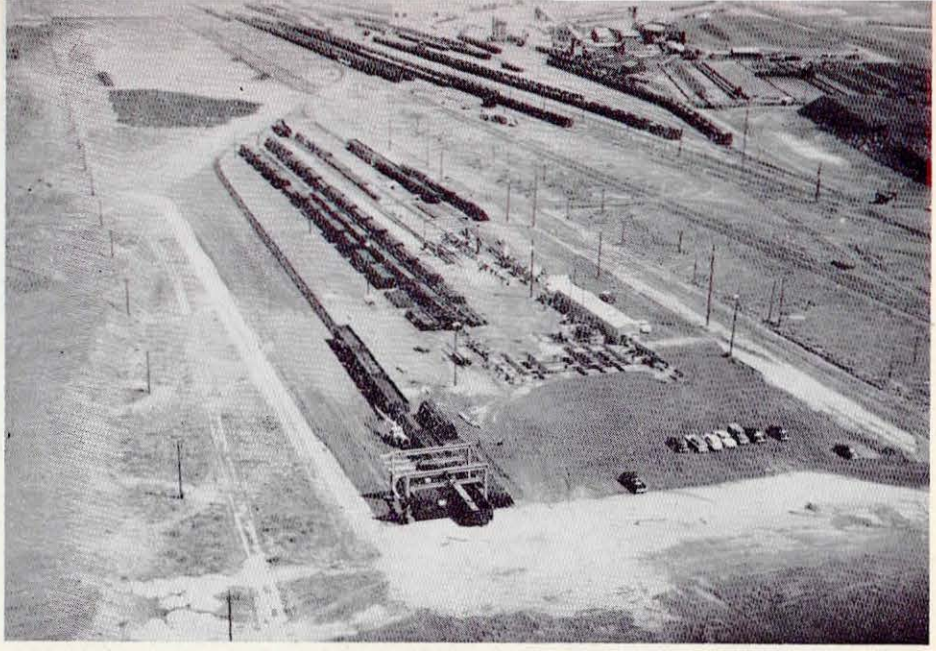
The other way was for the railroad to purchase a plant outright, establish it at a strategic point on the road and produce welded rail with its own forces. Obviously, this plan was available only to those roads with enough rail-welding work to justify the investment required to purchase a plant.

Under the method now available, welding work is done at the fixed plants on a contract basis at so much per weld, depending, in most cases, on the number of welds involved in the contract. No railroad personnel is involved, although a railroad may assign a representative to be present for inspection of completed welds.

Several factors favor the building of fixed rail-welding plants. One is that welding work done at such plants is not subject to the expenses involved in moving equipment from one job to another. These plants also preclude any expenses that might be incurred by rail-



urg, Pa., plant is progressing rapidly.



PLANT of NCG Division is across the tracks from CF&I's Pueblo, Colo., steel plant.

Plants Go Up Near Steel Mills

roads in providing facilities, such as loading and unloading tracks, as well as the necessary shelters, for accommodating a mobile welding plant on its property.

Also, since the fixed plant has its own experienced and stable work force under a single supervision, its use relieves a railroad of the need to maintain its own suitable working force. Finally, since the fixed plant might be expected to be in operation more than a mobile plant, overhead costs (maintenance, interest on the investment, depreciation, etc.) are spread over a larger number of welds.

To some extent, however, these plus factors are offset by other considerations. For example, switching charges must be added to the cost of the welds. The effect of these charges can be minimized by loading more than the minimum weight of a car, which can be done by placing four or more tiers of welded rails on cars.

The fixed plants are, of course, making strenuous efforts to minimize welding costs. These efforts are taking the form of heavy investments for automation of their operations, double production lines in some cases, two or three work shifts, and a high rate of production.

Because of heavy plant investments, the welding companies want continued operation of their plants at a relatively high rate. One manufacturer, for example, before investing in plant automation, would like to have railroads sign five-year contracts with him. To lower unit prices, several railroads have indicated willingness to sign three-year contracts.

Another area in which welding contractors are seeking railroad cooperation is the scheduling of welding work. If most railroads insist upon having their welded rails delivered in the first half of year, a plant could be idle during the second half. On the other hand, if railroads agree to have their deliveries spread over the year, better plant scheduling and lower costs are possible, say the welding contractors. Several roads have indicated willingness to accept delivery at any time of the year. Storage of the strings would not, they say, be a major problem.

Since the adjustments required in switching from one rail section to another at the rail-welding plants can be easily made, there is no appreciable saving to be effected by running one section through the plant for a whole month. However, a change in length can add to the cost, say industry spokesmen.

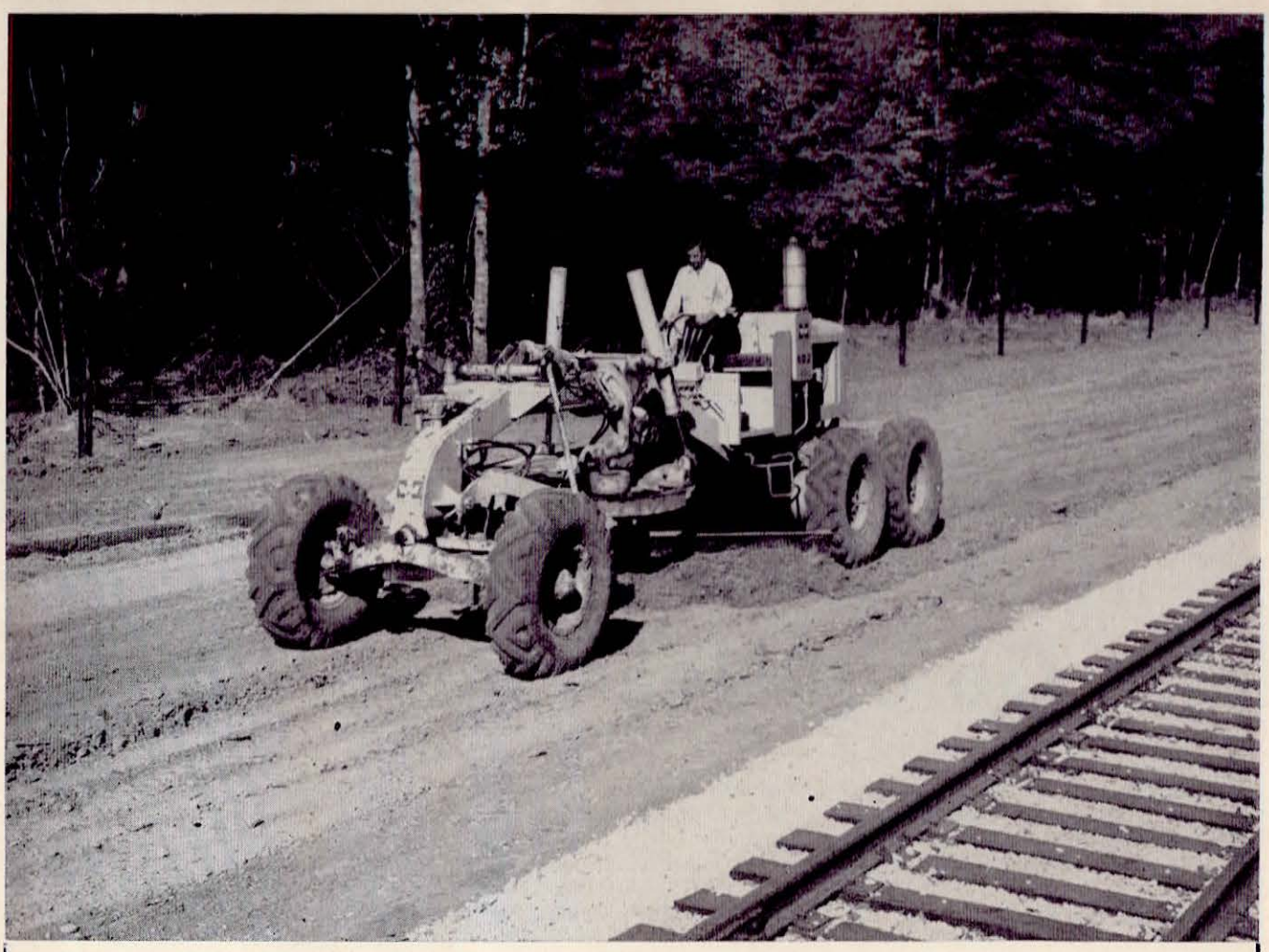
Ordinarily, the fixed plant is designed to produce rail lengths up to about 1,500 ft in multiples of 39-ft rails. To produce 78-ft or 117-ft lengths, the

(*Continued on page 25*)

Fixed butt-welding plants now in operation or under construction near rail mills*

Rail Mill	Steel Company	Welding Company	Welder Location
Steelton, Pa.	Bethlehem	Linde Company	Harrisburg, Pa.
Pueblo, Colo.	Colorado Fuel & Iron	NCG Division	Minnequa, Colo.
Gary, Ind.	U. S. Steel	Matisa Railweld, Inc.	Summit, Ill.
Birmingham, Ala.	Tenn. Coal & Iron Div. (USS)	NCG Division	Ensley, Ala.
" "	" " " " " "	Linde Company	" "
" "	" " " " " "	Matisa Railweld, Inc.	Bessemer, Ala.

*Arrangements have been completed for the installation of a Matisa fixed plant near Bethlehem Steel's Steelton rolling mill, with construct on scheduled to start in the near future.



ON SCHEDULE!

Both trains and right-of-way maintenance move on time when modern off-the-track rubber-mounted equipment is used. There's no work stoppage to let trains roll by.

Huber-Warco motor graders play an important part in right-of-way maintenance on many of today's modern railroads. Full hydraulic control of the blade from the cab enables an operator to bank slope, ditch and make profitable back-up passes quickly and easily.

Heavy duty construction with quality materials means many years of dependable service with only routine maintenance. The right combination of diesel power, transmissions and weight enable a Huber-Warco motor grader to get the job done—on schedule!

Standard transmission series feature a six-speed constant mesh transmission with 85 to 160 H.P. models. 102 to 195 H.P. models are offered with torque converter and power shift transmission.

See your nearest Huber-Warco distributor for complete details on the dependable line of motor graders that can help keep your railroad on schedule.

HUBER-WARCO COMPANY

MARION, OHIO

HUBER W WARCO

plant must handle twice as many rails per weld for the 78-ft lengths and one-third more rails for the 117-ft lengths. Hence, rates per weld for such lengths are generally higher.

Because of the variation in temperature at the welder and in the field, it is not considered practical to furnish long lengths cut to specific dimensions. If a railroad wants a length that is not a multiple of 39 ft, the welding plant can furnish a length to the nearest full rail over the specified length, and the railroad would do the necesary cutting in the field. At the time the AREA committees requested railroad views on the feasibility of fixed-rail welding plants, the matter of transporting the long lengths was considered by some railroad men as one of the major obstacles to be overcome. However, it did not prove unsurmountable.

Usually, railroads provide the necessary number of flat cars for its hauling train or trains. It can make its own rollers and the center-car hold-down bolster or rent them from the welding contractor and mount them on the cars. The railroad must also lower the staffs of the hand brakes of the cars and block out the slack action of the drawbars by wedges.

The number of trains a railroad must equip is influenced by the length of the haul. Ordinarily, the fixed plant has two loading tracks on which to set these trains and can direct the plant output from one to the other.

Frequently, the hauling trains of one or more roads may be idle while waiting delivery of rail from the steel mill. On such occasions, this equipment can be made available to other roads on a per-diem lease basis. This enables a small road to obtain the necessary hauling and distributing equipment and it gives the owning road some remuneration for what otherwise would be idle equipment.

There is considerable variance in ideas about how the hauling equipment should be provided. Most of those concerned are in agreement that some sort of a "car-pool" arrangement would be the best, because only a minimum of cars would then be tied up in such service. The question is, how will the cars get into the pool?

Many small roads cannot provide the necessary flat cars, even though they can lease rollers from the welding contractors. For this reason, such roads would like to have the welding company provide the hauling trains. On the other hand, the welding contractors are convinced the railroads or car manufacturing companies are better able to supply and maintain this equipment.

Most larger railroads seem reconciled to the idea of providing one or two hauling trains for their own use. If the length of haul should make a third train necessary, they would like to rent one from another road. Also, when there is no immediate use for their own trains, they are, in general, agreeable to leasing them to others.

What are the possibilities of welding secondhand rails at the fixed plants? "We will accept secondhand rails," said one rail-welding contractor, "and inspect, crop, straighten and weld them. In the over-all picture there probably will be more of a market and demand for this kind of welding than for new rail."

A representative of another welding contractor said he would negotiate separately for welding secondhand rails. When a railroad does its own sorting and cropping, he would insist upon receiving only No. 1 relayers for welding. He would insist upon having only cleaned rails come to his plant. Some rails, he pointed out, have accumulations of oil and asphalt which make them unacceptable for welding unless they are first cleaned.

Transport Charges a Factor

Transportation charges over foreign lines are a consideration in the welding of secondhand rails. Another factor is that this rail must be picked up and the sequence of removal maintained all through the loading, sorting, cropping and welding operations to preserve the matching of the rail ends.

What is the significance of the fixed plants from the viewpoint of the railroads? To the small railroad, of course, they mean in many cases the difference between having welded rail and not being able to afford it.

As for railroads which have been using leased plants, divergent views are expressed. A maintenance officer of one such road states there are several advantages to him in leasing a machine. By having it on his own property, he says, he can weld 78-ft rails, long rails and intermediate lengths at will without any penalty. Also, he claims the cost per joint is less than when the work is done at a fixed plant. He admits, however, that the difference in cost is caused primarily by the extra switching charge incurred in getting the rail in and out of the fixed plant.

This man said he is not agreeable to signing a long-term contract with a fixed plant. He believes the result would be to stifle the incentive for making plant improvements.

On the other hand, a maintenance officer of another such road is convinced that welds were costing too much at his leased plant. A considerable investment would be required to modernize the plant, he added. Because of increasing labor rates and the difficulty in keeping the plant manned with qualified men, he said he never knew from one year to the next just how much his welds were going to cost. He has now entered into a three-year contract with a fixed plant. As a result, he says, he now knows just how much his welds are going to cost, the contract price is lower than what it was costing him per joint at the leased plant, and he has avoided the investment required to modernize that plant.

The mushrooming of fixed plants around the country has stimulated a great deal of thinking among railroad men as to how such plants would fit into their own plans. Because of the newness of these plants, no set pattern of ideas has emerged.

These examples of the thinking on two roads illustrate the point:

Starting next year a road which has not yet installed any continuous welded rail in its tracks, has decided to weld all its new rail except that required on heavy curves. It plans to use a fixed plant to weld all rail that is to be laid within a distance of 140 miles from the plant. The remainder of the welded rail will be welded at a leased mobile plant. It is intended to hold the number of hauling trains down to two. The trains will be kept intact and, when not needed, will be leased to other roads.

The second road would like to go still further. It wants to place its order for new rail with the welding contractor, specifying delivery dates. The contractor, in turn, would make arrangements with the steel company for rolling, testing and delivery of the rail to his plant, where it would be welded. The railroad would furnish only an inspector for passing on completed welds.

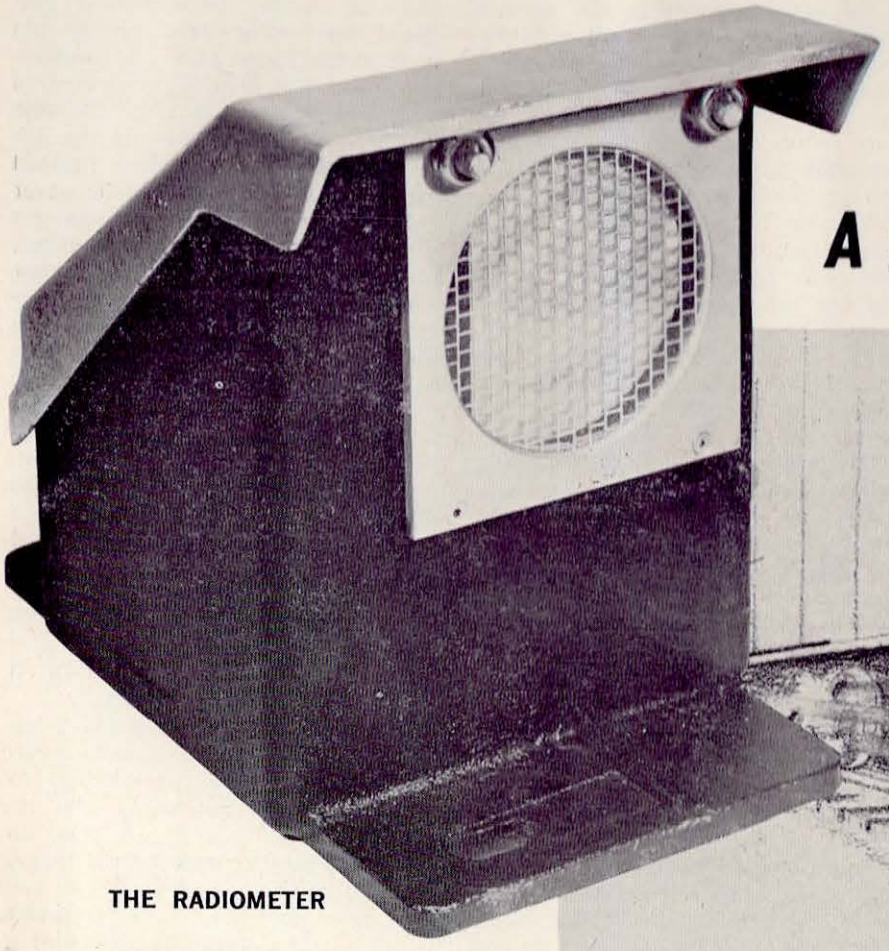
The railroad favors this plan because it would be relieved of much detail. The road is also convinced the plan would have advantages for the welding contractor, because he could make his own deliveries with welding schedules.

For those railroads who wish it, the inspection-service companies already are planning to provide rail-inspection service, both at the steel mills and at the fixed welding plants. In most instances, the fixed plants are within easy reach of their present offices near the steel mills.

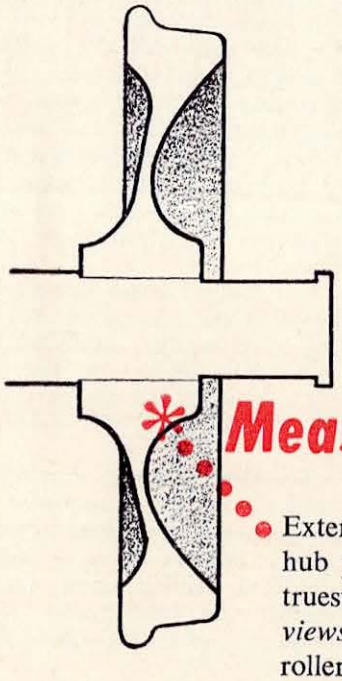
Introducing:

THE GRS

A new, more practical



THE RADIOMETER



Measures heat at vital hub area for high

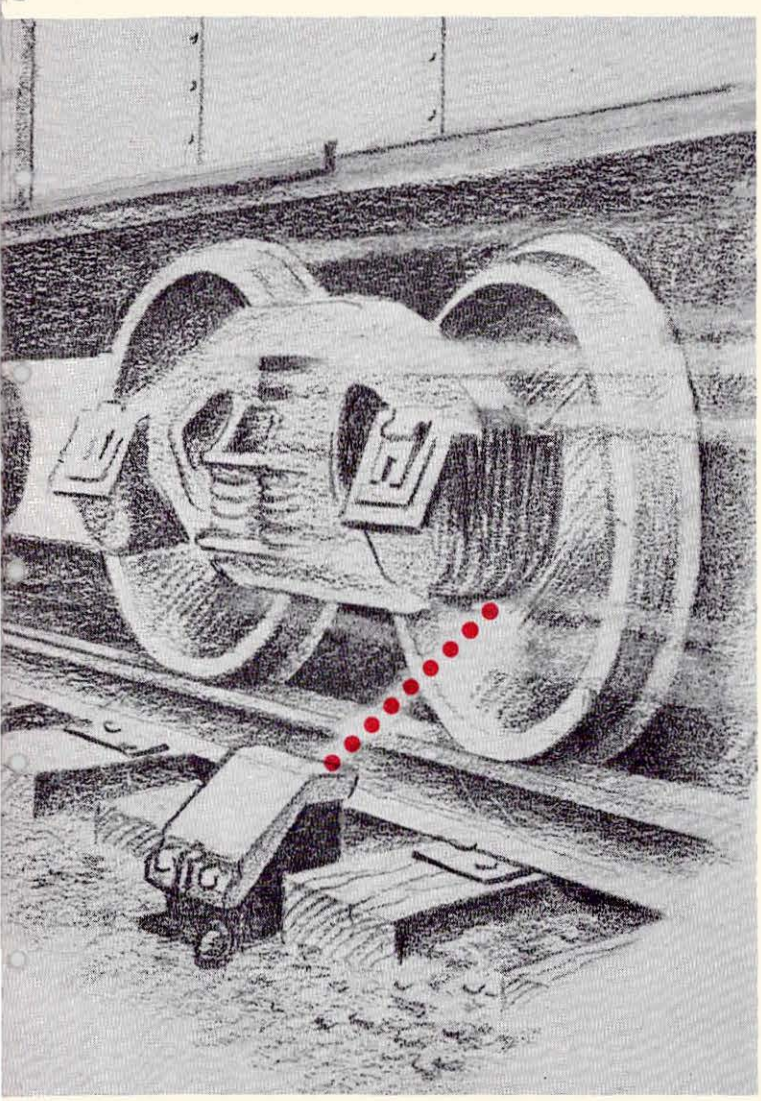
Extensive engineering research has proved that the hub provides a natural sink for bearing heat–gives truest bearing heat indication. The GRS radiometer *views the hub* at a point common to both plain and roller bearing cars–eliminates roller bearing confusion.

GENERAL

ROCHESTER 2, NEW YORK

WHEEL THERMO-SCANNER UNIT

method of detecting overheated bearings



* Hubs give truest heat indication

The truest indication of bearing heat is obtained by measuring the radiation from the *hubs* of passing wheels. The hub is the natural sink of bearing heat. By focusing on this vital area, the GRS radiometer obtains a heat measurement of high accuracy.

Graphs need no special interpretation

This fresh approach to heat detection simplifies interpretation of temperature graphs. Roller and plain bearings are graphed in the same proportionate range. Roller bearing confusion is ended. Graph clearly indicates which bearings are abnormally hot—reduces unnecessary stoppage of trains.

The GRS Wheel Thermo-Scanner Unit, completely transistor operated, is built to the most rigid railroad standards. It is a practical heat detection unit that does a vital job—better.

Send for Folder F179.

accuracy

GRS RAILWAY SIGNAL COMPANY

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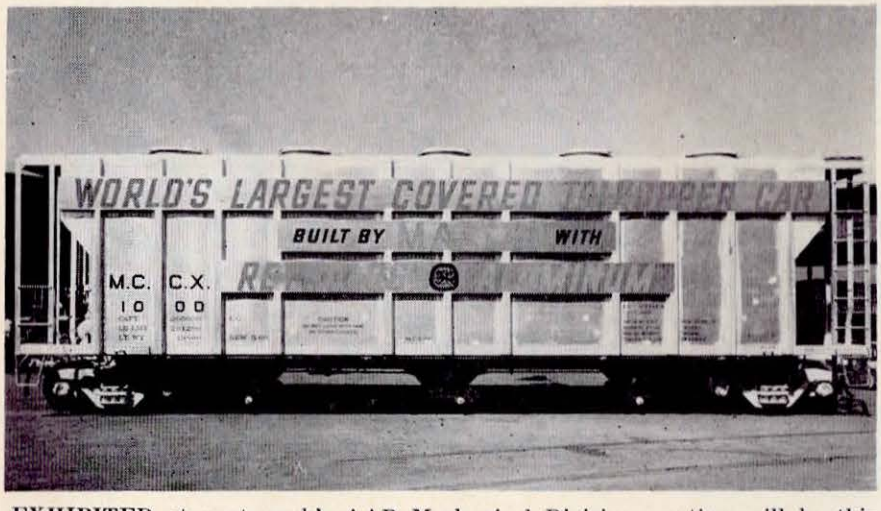
TOOLS FOR TRANSPORTATION

3072

New Southern Cars Set Records

TWO-COMPARTMENT covered hopper of conventional dimensions has capacity considerably higher than previous cars.



EXHIBITED at next week's AAR Mechanical Division meeting will be this three-compartment car, called largest of the type ever built.

RECORD-BREAKER among covered hopper cars is this four-compartment model with capacity of 4,713 cu ft.

The Southern now owns what may be the world's largest fleet of aluminum freight cars.

Magor Car Corporation has delivered to the railroad the last of a $10,309,000 order for 455 covered hopper cars with aluminum bodies. Pullman-Standard had previously completed for the Southern 750 3,620-cu-ft-capacity aluminum gondola cars. The gondola cars, for coal service, cost $15,000,000 (RA, April 4, p. 12).

Along with the record-breaking size of the Southern order, some records were set by individual cars.

Seventy-five of the Magor units have individual capacities of 4,713 cu ft, making them the largest covered hopper cars ever built. These are four-compartment cars designed to handle grain, feeds, coating clays, and other low-density materials.

The order also included 180 cars described by Magor as the largest triple hopper cars ever built. Each of these three-compartment cars has a capacity of 3,818 cu ft. They are being assigned to haul alumina and similar materials.

One of the triple hopper cars will be displayed by Magor and Reynolds Metals at an exhibit sponsored by the Railway Electrical and Mechanical Supply Association in conjunction with next week's San Francisco meeting of the AAR Mechanical Division.

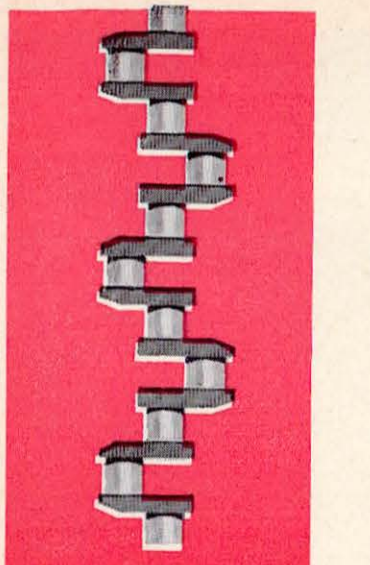
Reynolds supplied the aluminum plates and extrusions for all 1,205 cars in the Southern order. The cars, according to Reynolds' President R. S. Reynolds, Jr., involved production of 13,800,000 lb of aluminum plate, 4,400,000 lb of aluminum extrusions, and 500,000 lb of miscellaneous items.

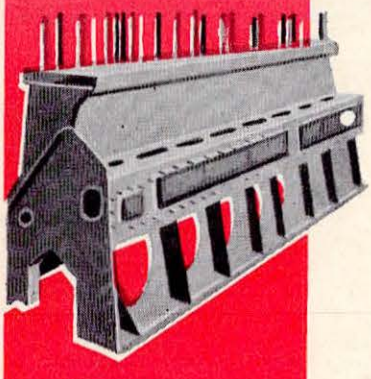
The metal company worked closely with the Southern and the two carbuilders to achieve maximum utilization of aluminum's structural and fabricating characteristics.

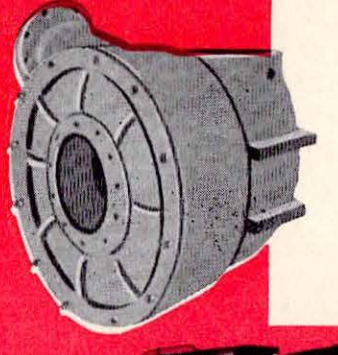
The Magor order also included 200 twin-hopper cars, each with 2,600 cu ft capacity. The cars, being used in cement service, are of conventional size. Like all the aluminum covered hopper cars, however, they have load limits much higher than would be the case with comparable steel cars.

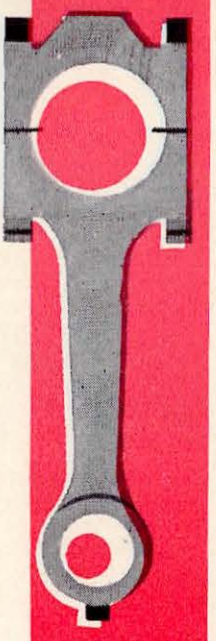
The unusually high pay loads were made possible by using aluminum alloys in the car bodies. All have two-axle, 90-ton trucks, which allows an on-the-rail weight of 251,000 lb. They have 6½- by 12-in. roller bearings and 36-in. multiple-wear wheels. Because of the low light weight and the high capacity, empty-load brakes were used.

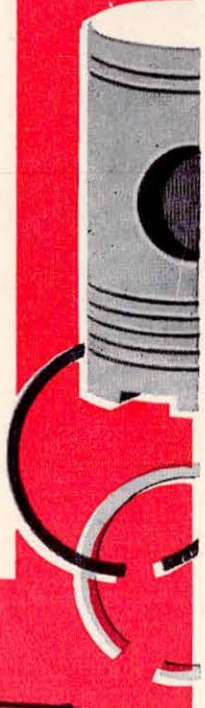
(*Continued on page 30*)











If you operate Baldwin locomotives or diesel engines...

...what we have to say here is of genuine importance to you. It stands to reason that the company that designed and built your diesel locomotive or engine is best qualified to furnish replacement parts for it. Certainly that is the case with Baldwin-Lima-Hamilton.

We maintain a full staff of engineers and service personnel to insure that our renewal parts will be made in strict accordance with our consistently high standards.

Continued research to improve units in service is a vital aspect of our program. As a result of it, your engines can be modernized to provide even better-than-new performance.

Among recent advances in diesel components: improved "A" frame, stainless steel exhaust manifolds, aluminum pistons with wear-resistant ring carrier, quick connect-disconnect cam trough covers.

Suppliers of parts not built at Eddystone work closely with B-L-H engineers to better the components used in Baldwin diesels. An excellent example of the fruitfulness of this joint research is development of the finest type "H" Elliott high-pressure turbochargers.

Four strategically located warehouses—Atlanta, Eddystone, Pa., Aurora, Ill., and San Francisco—are ready to fill your order at once. And convenient B-L-H district offices are always at your service.

So for improved performance through modern technology, for swift and highly reliable service, call on the people who built your Baldwin diesels. Call on B-L-H.

BALDWIN · LIMA · HAMILTON

Industrial Equipment Division · Philadelphia 42, Pa.

AUTOMATIC WELDING was used wherever possible and Magor welders quickly became familiar with manual procedures. New material did not complicate production lines.

FABRICATION of plates and extrusions for aluminum cars was not completely new for Magor. This builder had previously built aluminum gondolas for bauxite hauls.

NEW SOUTHERN CARS SET RECORDS *(Continued from page 28)*

Light weights and load limits of the Magor cars are:

	Aluminum used (lb)	Light weight (lb)	Load limit (lb)
Twin	11,730	43,600	207,400
Triple	15,700	50,100	200,900
Quadruple ..	20,270	57,500	193,500

All three types of cars have steel center sills formed of 51.2-lb AAR Z-sections. Body bolsters are built up of steel and aluminum plates and shapes. Above the aluminum top cover plates on the bolsters, the bodies of the cars are composed almost entirely of aluminum-alloy plates, extrusions and castings.

The only steel components on the car bodies are the cast hopper openings, the shaker brackets riveted to aluminum pads on the outsides of the hoppers, and the stainless hinge pins and latches on the roof hatches.

Side angles, side plates, side posts and carlines are extrusions designed and produced especially for the cars. Other aluminum structural members are formed from standard angles, Tee sections and H-beams. The aluminum alloy used in the cars, a magnesium stabilized material, is known as alloy 5083. It contains 4.5% magnesium. The frames of the roof hatches are cast of aluminum alloy 356.

The arrangements of the three types of cars are similar. The twin and triple hoppers have the same over-all width and height. The 60-ft length of the quadruple hoppers made it necessary to set the width of the car at 10 ft 3½ in. The other two models are 10 ft 6¾ in. wide.

All the body material—except shaker brackets, hopper openings, roof hatch frames, and the aluminum brake steps and running board—was fabricated by Magor. Larger aluminum sections and sheets were sheared and smaller material was sawed in the wood shop. All forming was done by cold working.

Assembly of the cars required what was probably one of the largest production lines ever established for working with structural aluminum. Basically, the cars are welded, with riveting used at certain points such as the aluminum-to-steel connections.

Aluminum welding is done by the metal inert gas process, using argon for shielding. Automatic welding was used so far as practical in subassemblies and final assemblies. Hot riveted joints between steel and aluminum were carefully prepared to exclude moisture during subsequent service. The contact areas were given initial coats of lead-free zinc chromate. After the primer dried, a heavy coat of non-skinning, semi-plastic caulking compound was applied.

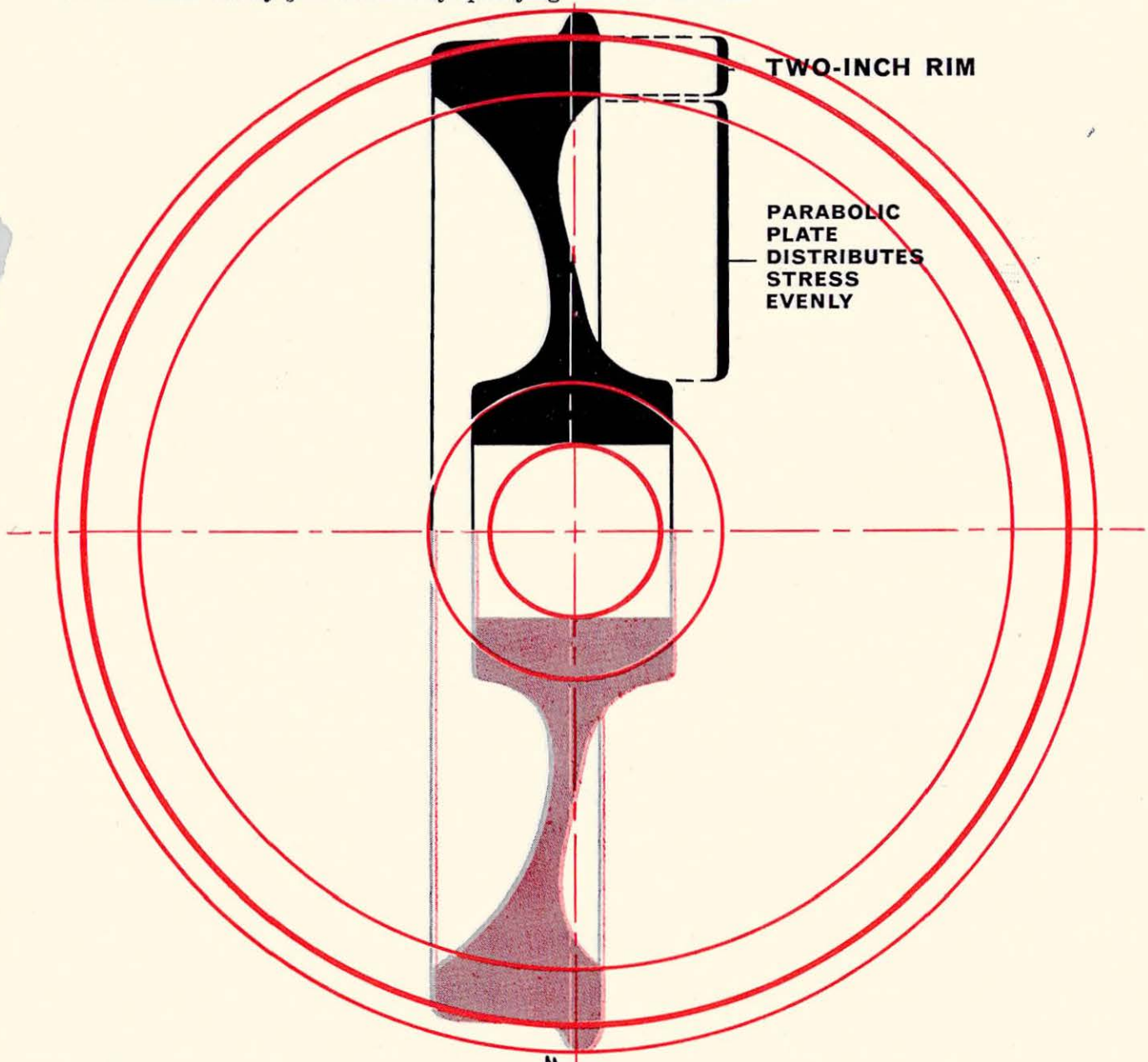
When riveting was completed, the excess compound was wiped away or formed into fillets. These steel-to-aluminum joints, which were hot riveted, included the bolster-to-body connections, and the floor-sheet gussets and end sills which were fastened to the steel center sill.

GRIFFIN "TWO WEAR" WHEEL NOW APPROVED BY AAR

Developed to meet the grueling demands of high mileage freight cars, Griffin's "Two Wear" Wheel has been approved for application to 50- and 70-ton cars by the AAR.

Bonus feature Number One: the "Two Wear" Wheel is a *multiple-wear* wheel that can be "turned" several times. (You're assured of *at least* two full turns, regardless of flange wear.) The wheel has a two-inch rim, with one-wear tread and flange design, and is cast to within 20-thousandths of an inch dimensional tolerances.

Bonus feature Number Two is the parabolic shape of its plate—scientifically designed to minimize concentration of stress by *distributing* stress evenly. Call your Griffin Representative today and find out how much money *you* can save by specifying Griffin "Two Wear."



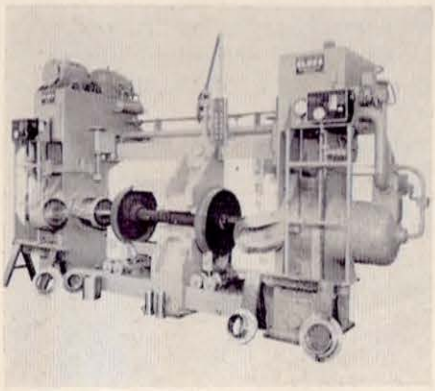
GRIFFIN EQS

ELECTRIC QUALITY STEEL

GRIFFIN WHEEL COMPANY 445 North Sacramento Boulevard, Chicago 12, Illinois

GRIFFIN STEEL FOUNDRIES Ltd. St. Hyacinthe, Quebec; Transcona, Man., Canada

New Products Report

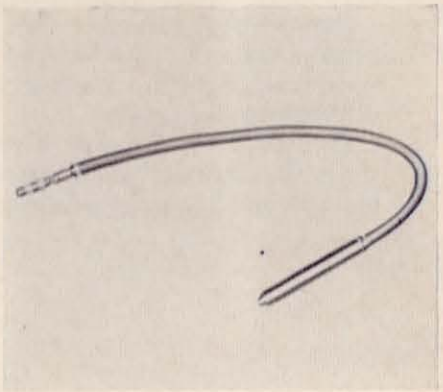


Double-End Forcing Press

This 400-ton hydraulic double-end forcing press is designed for high-speed operation in mounting and demounting railroad car wheels, gears and gear boxes. Each of the two rams has a capacity of 400 tons. Ram to ram opening is 125 in. The press provides forcing speed of 27 in. per minute, advance speed of 295 in. per minute and return speed of 400 in. per minute. *Elmes-King Div., American Steel Foundries, Cincinnati.*

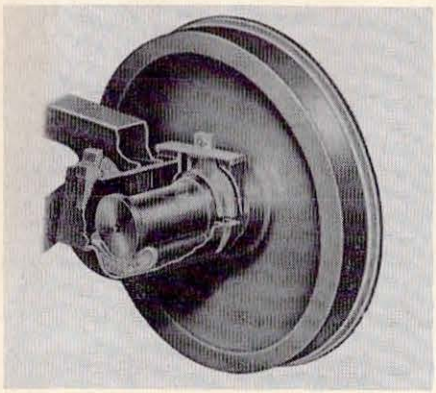
Brush Cutters

Two models of Covington cutters are available for use with tractors for clearing brush and grass from rights of way and other areas. The Model R, lift type (shown in photo), is designed for use with tractors equipped with three-point lifts. It has a fully adjustable tail wheel that rotates through 360 deg, allowing it to turn immediately when backing up. The Model RD, pull type, has two side-mounted wheels and is attached to a tractor's drawbar for operation. Height of cut of each model can be adjusted from 1 to 12 in. Width of cut is five feet. Two 10-lb free-swinging underserrated blades, attached to a 70-lb flywheel-type cutter, are located on the underside of the machines to chew up material pushed over by the tractor. The flywheel is protected by a heavy-steel shield which slides the entire machine over stumps and rocks without damage to the machine or towing unit. Standard equipment includes a shredder bar for fine mulching. *W. F. Covington Planter Company, Inc., Dept. RA, Dothan, Ala.*



Concrete Vibrator

The new I-R IOV concrete vibrato is designed to deliver 15,000 and 9,000 vibrations per minute at no load and full load, respectively, at 90 psi air pressure. The vibrating head weighs 16¼ lb and is 2½ in. in diameter and 17¾ in. long. The unit is said to work successfully in concrete having a slump of at least 2½ in. in sections up to about 30 in., or stiffer mixes in thinner sections. *Ingersoll-Rand Company, Dept. RA, New York 4.*

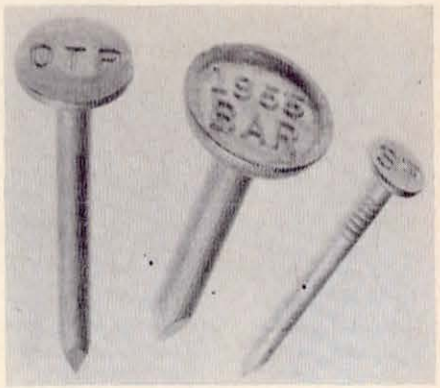


Axle Control Stop

The Ajax AX-L stop is said to positively control the motion of the journal, wedge and brass on impact and brake applications. It clamps to the back of the box, acts as a dust guard well cover, and requires no drilling, welding or truck alteration. It controls at the dust guard seat; cannot score or wear the journal, and is AAR approved for test application in interchange. *Ajax Consolidated Co., Div. of Southern Electric, Inc., Dept. RA, Chicago 11.*

Protective Coatings

A new product—known as NO-OX-ID "AZ"—has been added to the Dearborn line of rust-preventive coatings. It is a metallic-pigmented coating that has a specific vehicle for spray application. The coating is designed to give protection to structures exposed to severe corrosive conditions. It is said to penetrate and loosen slab rust and curled paint and dry to a firm finish. *Dearborn Chemical Company, Dept. RA, Chicago 54.*



Marking Nails

Three types of marking nails are available for identifying or dating materials and equipment. Designated MN-1, MN-2 and MN-3, they are made from copper or aluminum in a number of different lengths. Type MN-1 has a 1-in. diameter head. Markings are raised and can be set in three lines. Heads of the other two types are ¾ in. and ½ in., respectively, each with depressed markings. *John Hassall, Inc., Dept. RA, Westbury, L.I., N.Y.*

World's Most Versatile Tamper

NEW

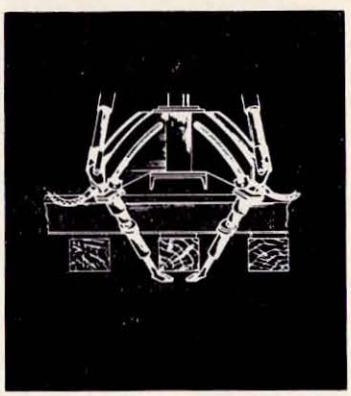
McWilliams MULTI-PURPOSE 8

A PRODUCTION TAMPER

A SPOT TAMPER

A JACK TAMPER

With ballast compaction equal to the McWilliams Production Tamper, the machine tamps under the tie in sixteen positions—each tool tamping in two places. Speed in production tamping: up to 4 ties per minute. *As a Spot Tamper*, split head with integral jacks assures effective tamping of joints, low spots, switches and in yard and terminal work. *As a Combination Jack and Out-of-Face Tamper*, the machine will operate as a jack tamper in making out-of-face raises, finish tamping ties at jacking points. It then can go back and finish tamp the remaining ties —making possible out-of-face tamping with one machine, an operator and a foreman for sighting the raise. *Ask for details.*



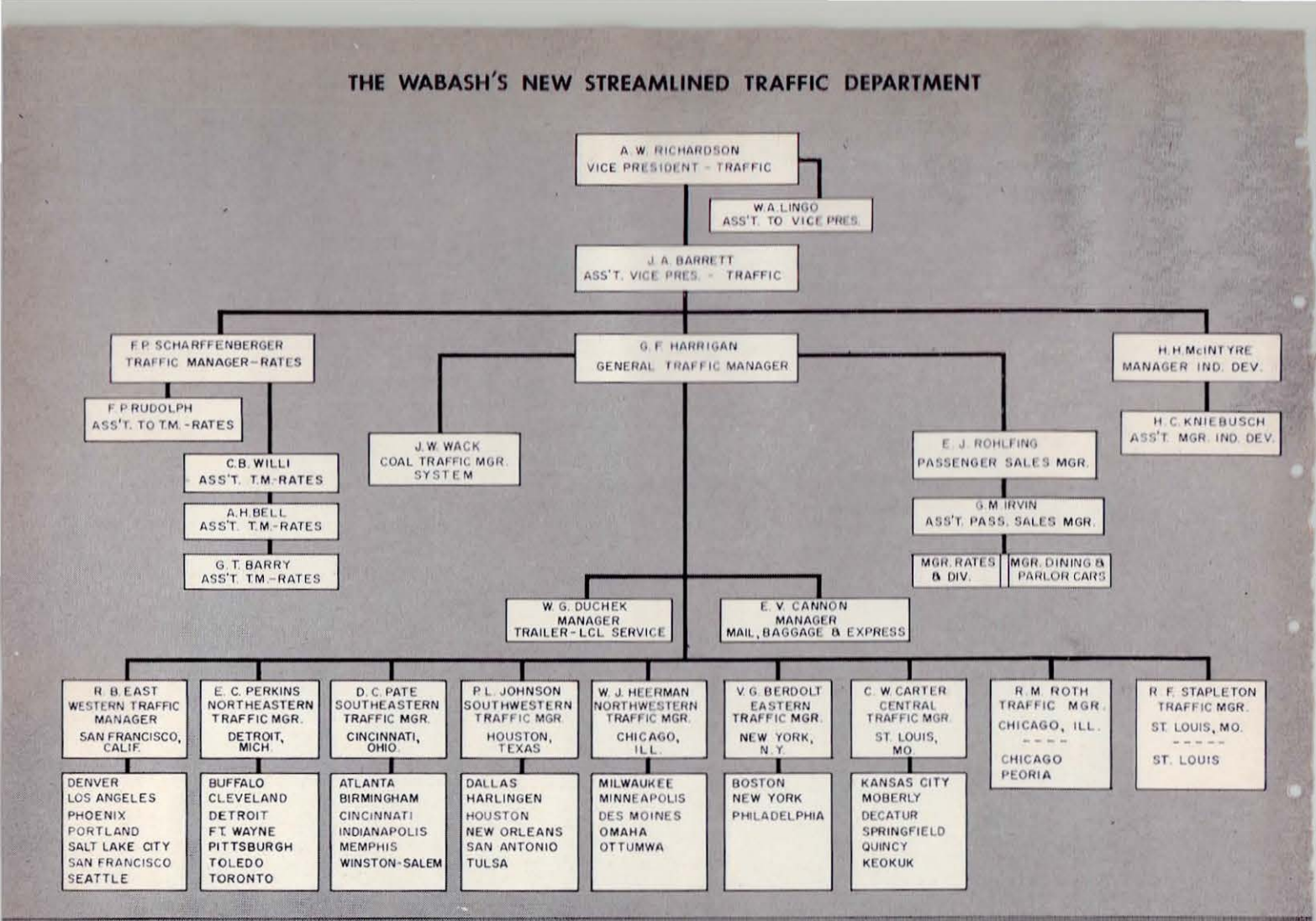
Tools tamp in the same pattern as the McWilliams Production Tamper

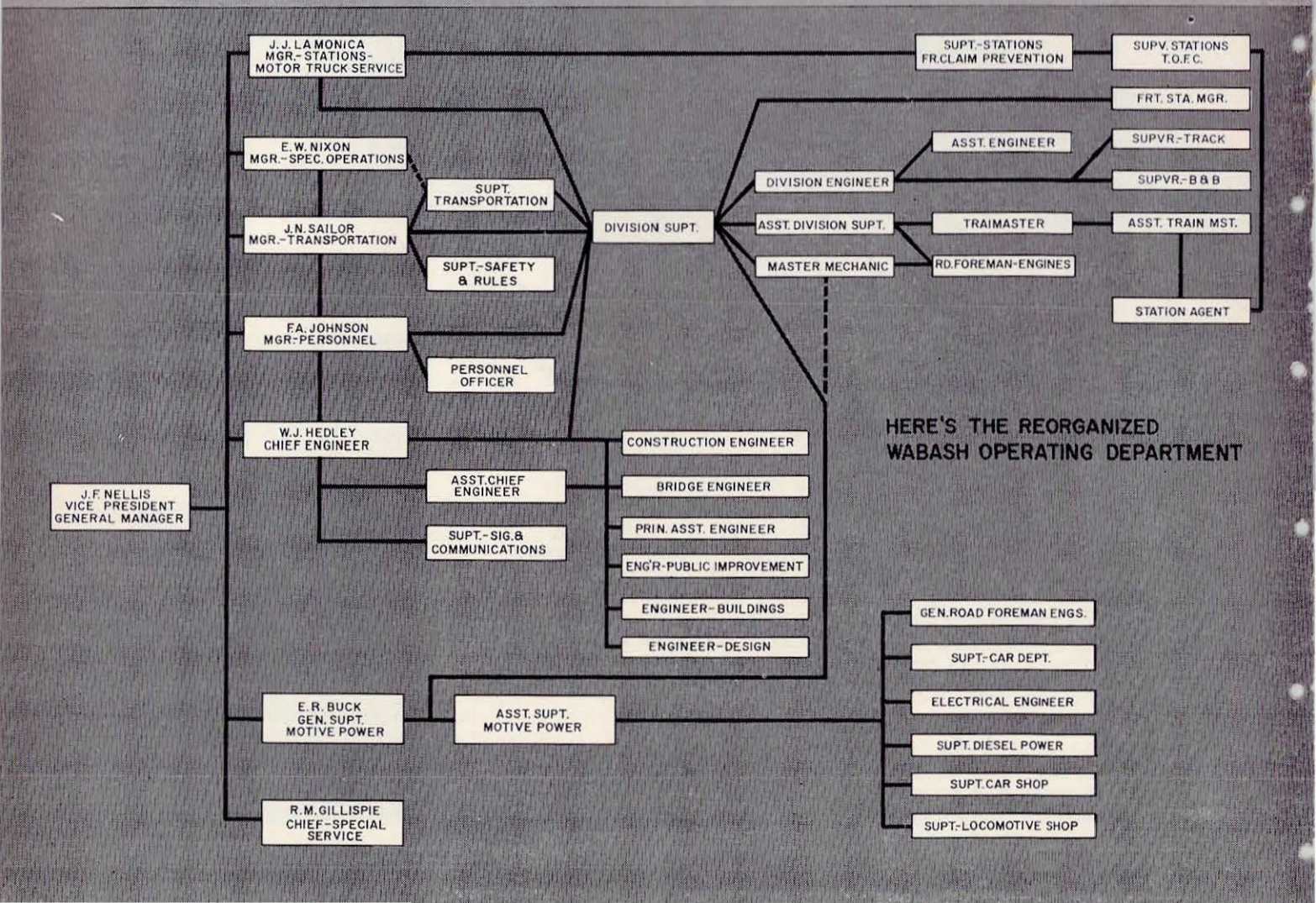
Railway Maintenance Corporation

PITTSBURGH 30, PA.

Track Stays up Longer with a McWilliams Tamper

THE WABASH'S NEW STREAMLINED TRAFFIC DEPARTMENT





HERE'S THE REORGANIZED WABASH OPERATING DEPARTMENT

Wabash Revamps for Prosperity

► **The Story at a Glance: On the Wabash today, speed and tonnage are perfectly compatible objectives.**

Figures tell the story—and the figures show Wabash is moving up, both in over-all freight train speed and in gross ton-miles per train-hour. At the same time, freight train-miles are edging downward.

Operating improvements—and resulting service improvements—are one tangible result of Herman H. Pevler's first year as president of the railroad. Given a pickup in economic activity in its territory, Wabash is ready to build on a base made solid by sweeping reorganizations of both the operating and traffic departments.

On July 1, Herman Pevler will close out his first year in the president's office at the Wabash. It's been an active year.

Wabash, in recent years, has been a consistent money-maker—but in many ways it's had a continuing dogfight to maintain its position. In looking back over the postwar years, Mr. Pevler sums up the problems of the Wabash (which were closely related to those of the railroad industry generally), this way:

- Labor costs were spiraling. The 1956 agreements, in their third year, cost the Wabash $8,000,000 a year on an annual basis, which is just about equal to the road's earnings in a good, normal year.
- Decentralization of industry had its effect on the Wabash much the same as on any other railroad, decreasing in some instances its potential traffic. Management, however, had been very active in acquiring new plants and had succeeded in replacing a great deal of the traffic which it lost through decentralization.
- Various railroad mergers in past years had some effect on traffic potential.
- Freight schedule speed-ups in recent years brought a trend to faster, lighter trains—and due to various schedule changes, the service performed by the Wabash was, in some instances, not that desired by the public.

As Mr. Pevler says: "We had to do things, immediately."

Operations got first attention. All diesel A units were equipped with jumper cables through the nose to permit greater use of three- and four-unit combinations to haul heavier trains. Then the entire railroad was rescheduled (effective last Jan. 20) to "provide service we had a demand for and could sell—and to provide that service consistently."

How has the rescheduling worked out? "Well," Mr. Pevler comments, "it rattled our teeth for a few days, but we got in gear rapidly and we've performed well."

Next on the list was a reorganization of the operating department, under J. F. Nellis, vice president and general manager. Wabash had operated with three assistant general managers, one handling personnel work and two performing operations functions that varied and shifted. Station operations, a big expense item due to the nature of Wabash's territory and traffic, were the definite responsibility of no one.

Reorganization, effective March 1, created four specific departments—transportation, special operations, personnel and stations-motor truck service. Each is headed by a manager who reports directly to the vice president and general manager. A fifth department, operations research, was created simultaneously to fill a void in Wabash organization. OR will report direct to the president and will be given broad areas of responsibility—in operations, traffic, passenger service or any other field where top management sees a need for basic research, to provide factual information on which decisions can be based.

Mr. Pevler's objective (in this as well as in the traffic department reorganization that followed): "To unconfuse confusion."

The record to date shows definite operating improvements:

- Gross ton-miles per train-hour averaged 81,426 in April, up 8% from the previous month and up 15% from April 1959.
- Train speed, including terminal delay, averaged 24.5 mph in April, to continue a slow but steady climb.
- Day by day, operating efficiencies are putting life into statistics. On a fairly typical day last month, for example, Wabash through freights averaged 104.9 cars. On the comparable day a year ago, that average was just 87.4. And the connections are being made. On the May day in question, the connection report shows a string of "yes" entries covering both interchange and connections with other

(*Continued on following page*)

A GRADUATE OF THE PENNSY SCHOOL

Herman H. Pevler

Until he moved into the Railway Exchange Building in St. Louis last year, Herman H. Pevler had worked for just one railroad—the Pennsylvania.

Beginning in 1927, he worked his way up through the engineering department (assistant supervisor, supervisor of track, division engineer) until 1939, when he transferred into the operating department as superintendent of the Logansport Division in his native Indiana. In the 20 years that followed, he became superintendent of freight transportation, terminal superintendent and general superintendent, all in the East; general manager at Chicago and later at Pittsburgh; vice president at New York and then at Chicago; and finally, in 1955, vice president and regional manager of PRR's Northwest Region headquartered in Chicago.

At 57, he's white-haired, heavy-browed, quick to smile and equally quick to act when things aren't going right. He runs a business—and if the "traditional" way of doing things gets in the way, it's demolished.

One subordinate's capsule comment: "He's tough—but he's good."

Wabash through freights.

● Comparisons with other carriers show Wabash looking good. In January 1960, last month for which complete data are available, the road posted a figure of 83,134 in the gross ton-miles per train-hour column—best showing on that standard among Great Lakes Region carriers and a performance bettered by only six Class I railroads (RF&P, KCS, N&W, UP, T&P and T&NO).

Schedule improvements are equally significant. As an example: SK-1 is a St. Louis-to-Kansas City run which leaves St. Louis at 9:15 p.m. with an average of 100 loads. Cars are preblocked for various connections in Kansas City. Larger blocks have a caboose cut in at the rear of the block. SK-1 makes the 275-mile run in six hours. At Kansas City the Wabash road engine is cut off, the transfer engine is coupled up and the blocks for the various railroads are rapidly dispatched to connections.

It's Wabash's way of overcoming one of the deterrents to rail transportation—the time-lag between arrival of a train in the yard at a junction, the delivery to a connection and the actual dispatch of the cars out of the connecting line's yard.

On all routes, rescheduling has been done carefully, to insure the fastest possible connections between Wabash trains and to meet connecting road requirements.

Wabash, Mr. Nellis notes, "takes the position that we can handle heavy trains by scheduling clear across our railroad."

"With a service set up that we could sell," says Mr. Pevler, the next move was reorganization of the traffic department, to make it more efficient, to put authority and responsibilities out in the territory where the department operates, to create a department to sell all Wabash service."

Several changes had to be made:

● Freight and passenger sales were, in effect, merged. John A. Barrett, former passenger traffic manager, was appointed assistant vice president—traffic with the initial task of organizing the "new" department and making it work. Only two jobs in St. Louis now carry "passenger" titles—but all Wabash salesmen are expected to sell passenger as well as freight service.

● Sales efforts were divided into nine territories, each with a traffic manager—and the traffic managers were located out in the field. Before the reorganization, supervision of field forces was based in St. Louis, many travel hours and expense dollars from the territory and miles away from shipper contacts.

● Most recent move was the merging of Wabash and Ann Arbor traffic departments, effective June 1. Before consolidation, Wabash maintained offices in 34 cities, coast-to-coast and in Canada, where its wholly-owned subsidiary was not represented. The two roads operated separate agencies in nine cities; and AA alone maintained agencies in three other locations. Consolidation, Mr. Pevler believes, will make for more efficient utilization of the entire sales system in selling both Wabash and Ann Arbor—and it'll give AA the benefit of sales effort in 46 offices. Most Ann Arbor sales personnel, Wabash indicates, will be integrated into the combined force.

The rate department underwent some streamlining and title change, but otherwise it functions as before. Mr. Pevler says: "Rate work remains the same. . . I think it's safe to say our rate department has been recognized as one of the best in the country."

Industrial development also remained largely unchanged, aside from little revisions. Development efforts pushed hard by Board Chairman and former President A. K. Atkinson, Mr. Pevler notes, contributed largely to Wabash's ability to maintain high traffic levels despite adverse factors that developed over the past 10 to 15 years.

Operations and traffic reorganization and reorientation have had the crash treatment—but Herman Pevler has definite ideas on other areas in which Wabash may be moving in the near future:

● Piggyback — Plan I piggyback tariffs covering all main-line routes went into effect May 15. Automobile piggyback—which Wabash broke into early—is developing rapidly, to such an extent that the road is now giving a close look at designs for a removable tri-level frame to be applied to standard 85-ft TTX piggyback flats.

● Better internal communications—Perhaps the "most critical problem" in railroad management today is the transmission of ideas upward and downward within a company. "Yours get twisted going down," Mr. Pevler comments wryly, "and theirs never get to you. . . We are going to make every effort to improve that situation." Steps are being taken: Starting last November, Wabash has been publishing a monthly four-page newsletter which is mailed to homes of all employees. A supervisory newsletter, reaching down to the trainmaster-division engineer level, may follow. The road has also organized a speakers bureau, designed to improve communications between Wabash and the communities it serves.

● Passenger service—Application for discontinuation of Chicago-St. Louis overnight trains is pending, but "so long as passenger service breaks even on an out-of-pocket basis—or comes close to it—we'll run good passenger trains . . . But you have to remember we have nothing to subsidize passenger service with."

● Containerization — Wabash will stick to conventional piggyback unless and until a container system comes along that can compete favorably with the simplicity of standard TOPC.

● Merger—Consolidation "figures in everybody's plans . . . and combinations are a dime a dozen. I feel personally that the country is vastly overbuilt in transportation . . . and there must be a reduction in the number of railroads if we're to survive. But what that will be and where the Wabash will fit into it, I don't know."

MR. PEVLER confers with E. W. Nixon, manager-special operations.

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by Walter A. Lucas

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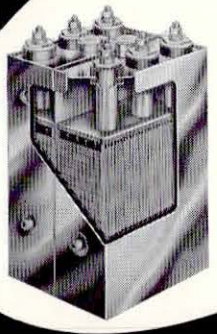

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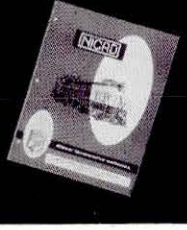
For more information about NICAD diesel locomotive starting batteries, request Bulletin 175 from NICAD Div., Gould-National Batteries, Inc., Easthampton, Mass.



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See Teletype Corporation's equipment exhibit at the AAR Communications Section Session, June 14-16, Detroit, Michigan.

MARKET OUTLOOK *at a glance*

Revenue Carloadings

Loadings of revenue freight for the week ended May 28 were not available as this issue of Railway Age went to press.

Loadings of revenue freight for the week ended May 21 totaled 636,808 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CARLOADINGS

For the week ended Saturday, May 21

District	1960	1959	1958
Eastern	92,540	102,275	85,198
Allegheny	114,441	129,545	100,144
Pocahontas	54,497	56,990	46,294
Southern	117,109	113,673	104,701
Northwestern	101,614	111,050	81,615
Central Western	108,613	119,813	105,175
Southwestern	47,994	52,806	47,298
Total Western Districts	258,221	283,669	234,088
Total All Roads	636,808	686,152	570,425
Commodities:			
Grain and grain products	42,990	48,634	46,460
Livestock	4,938	4,921	4,849
Coal	107,323	109,948	98,034
Coke	8,300	10,830	5,264
Forest Products	39,186	41,020	34,696
Ore	73,611	78,028	40,033
Merchandise l.c.l.	36,272	41,411	44,612
Miscellaneous	324,188	351,360	296,477
May 21	636,808	686,152	570,425
May 14	639,954	692,996	561,040
May 7	641,703	678,160	535,579
April 30	643,271	676,194	533,205
April 23	625,374	649,319	533,851
Cumulative total, 20 weeks	11,985,725	12,194,690	10,810,791

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended May 21 totaled 10,927 cars, compared with 8,534 for the corresponding 1959 week. Loadings for 1960 up to May 21 totaled 210,103 cars, compared with 151,023 for the corresponding period of 1959.

IN CANADA.—Carloadings for seven-day period ended May 14 totaled 77,371 cars, compared with 76,165 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
May 14, 1960	77,371	27,407
May 14, 1959	77,289	27,345
Cumulative Totals		
May 14, 1960	1,279,102	560,022
May 14, 1959	1,288,945	532,612

New Equipment

FREIGHT-TRAIN CARS

► *Western Pacific.*—Directors authorized purchase of 24 50-ft double-door box cars at an estimated cost of $375,000. Cars will be equipped with damage prevention loading devices.

FOREIGN

► *India.*—Is inquiring for 12 400-hp diesel-hydraulic locomotives, according to Foreign Commerce Weekly. Deadline for bids is July 11. Specimen tender documents may be reviewed at the India Supply Mission, 2536 Mass. Ave., N. W., Washington, D. C.

► *Pakistan.*—Invites bids, until July 11, for 20 broad gage and 60 meter gage railway cars, according to Foreign Commerce Weekly. Specifications are available on loan from the Trade Development Division, Bureau of Foreign Commerce, U. S. Department of Commerce, Washington 25, D. C.

► *United Arab Republic.*—Cairo Electric Railway and Heliopolis Oases Co. invites bids, until Sept. 1, for 13 electric rail cars, according to Foreign Commerce Weekly. Specifications are available on loan from the Trade Development Division, Bureau of Foreign Commerce, U.S. Department of Commerce, Washington 25, D. C.

SPECIAL

► *Union Pacific.*—1960 track and right-of-way maintenance program includes orders for new equipment costing more than $1,000,000. Road will acquire 7 diesel road graders, 25 one-ton panel trucks, 17 half-ton panel trucks, five tie-tamping machines, eight jack tampers, two trucks equipped with telescopic hydraulic cranes, one ballast cleaning machine, two earth boring machines with pole setter attachments, three front end loaders, one 18-ton wagon crane, six air compressors on trailers, 10 rail drills, 10 bolt tightening machines, two lift trucks, and 10 tie saws.

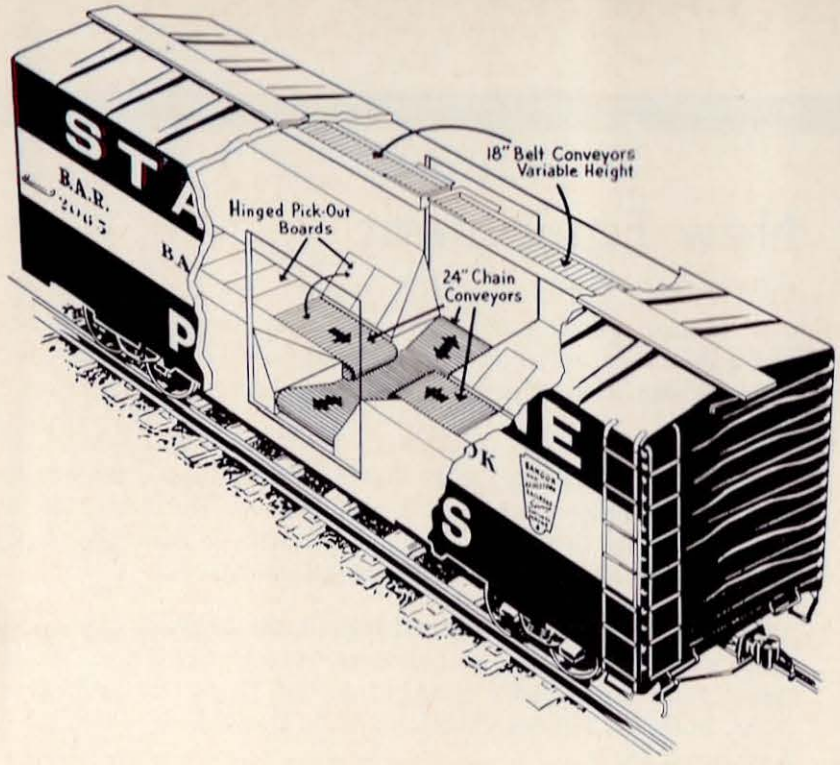
New Facilities

► *Canadian National.*—Plans capital expenditures of $309,950,000 in 1960. The money will be used for various property improvements throughout the CNR system.

► *Chicago & Eastern Illinois.*—Will build a 3½-mile spur to serve an Old Ben Coal Corp. mine in southern Illinois. The track will connect with the Jefferson Southwestern Railroad, owned jointly by C&EI, Illinois Central and Missouri Pacific.

► *Frisco.*—Authorized construction of warehouses for Western Carloading Company; Universal Carloading Company; Republic Carloading Company and National Carloading Company, all at Memphis, Tenn., at a total (three-project) cost of $472,500. Other projects include construction of joint trackage serving Frisco—Rock Island industrial district, Irving, Tex., $78,829; and construction of TOFC facilities at Memphis, $67,400.

a RAILWAY AGE time-saver page



Potato Car Features Automation

Bangor & Aroostook Railroad has a new car for bulk produce that it thinks may "revolutionize transportation" of potatoes, onions, oranges and other round vegetables and fruits. The car loads and unloads automatically. The idea for the unusual car, which BAR can use 50 of in its own service right away, came from the increasing number of repacking operations for BAR potatoes. In the past, this has meant transfer from 100-lb bags to 10-lb polyethylene bags for the consumer, an expensive and sometimes damaging process for the shipper. The new car—a standard blue, white and red insulated box car with an underslung heater—has an inclined floor to make potatoes flow by gravity into unloading conveyors. Two conveyors handle loading, one in either end of the car, and are raised as the load builds up. In the first test, the car was loaded as quickly as potatoes left the packing house line and was unloaded in 25 minutes.

Transport Need: $40-60 Billion

"Somewhere between $40 and $60 billion must flow into transportation within the next decade" if the industry is to keep pace with the expanding national economy. "Perhaps $10 billion of that can come from such internal sources as earnings and appreciation. The balance must come from outside the industry" in the form of long-term loans or risk capital.

That potentially optimistic forecast of transportation's 10-year growth was made by T. Carl Wedel, vice president and head of the transportation department of the First National City Bank of New York, at the Transportation Association of America's Mason-Dixon Transportation Conference in Baltimore June 1.

To get those needed funds, as Mr. Wedel put it, "transportation has a big money election to win" in competition with other capital-seeking industries which can show higher rates of return and lower ratios of debt to equity capital.

The problem, he said, applies to virtually all forms of transportation, because they all sell essentially the same product and have the same basic problems and substantially similar financial structures. He said the answer lies in earning power, which in turn depends in part on a more sympathetic regulatory climate and in part on the "vital ingredient" of self-help by the industry itself through "development of the best possible service at the lowest possible cost."

Atlantic Coast Line President W. Thomas Rice, speaking at a later session of the conference, presented an optimistic forecast for what he called "the interesting decade of the sixties." As reasons why "the next 10 years will show changes for the better," Mr. Rice cited:

- The trend toward railroad mergers to cut duplication of staff, facilities and taxes.
- The possibility of modernization of railroad work rules with a realistic approach and some corrective action.
- Continued development of specialized equipment.
- Better concept of salesmanship and rate-making.
- Expansion of trailer-on-flatcar service.
- Favorable changes in regulation and in depreciation requirements.
- A better public relations job by the railroads.
- The fact that "a bigger country" means "more total transportation."

Milwaukee to Order 40 Double-Deck Cars

Within the near future, the Milwaukee will place orders for 40 double-deck suburban coaches—more than half the total number of cars required for a complete modernization of commuter equipment. The upcoming order will cost about $7,000,000. Eventually, the road will place 75 double-deckers in service, at a total cost of approximately $13,125,000.

Milwaukee had tied its equipment proposal to approval of a fare increase to levels "necessary to support such a program" (RA, May 2, p. 26). The road applied for increases averaging 25% to 30%; its commuters—who bitterly opposed past fare hike proposals—agreed with the railroad on this one; and the Illinois Commerce Commission permitted the increase to go into effect June 1. The Commission also directed the road to acquire 40 new coaches, instead of the 25 proposed by the Milwaukee as a first-step modernization.

Coincident with the fare increase, the road is adopting a visual-check ticket system and changing the ticketing structure. Under the new setup, unlimited monthly tickets replace the old 46-ride monthly. New types of semi-monthly, weekly and 10- and 25-ride bearer tickets are also available, as well as conventional one-way and round-trip tickets.

The Milwaukee is the second Chicago suburban road to go into a full-scale revamping of its service. Previously, Chicago & North Western announced a complete modernization program after winning Commission approval of a fare increase, a new ticketing structure and the closing of close-in stations. C&NW currently has 116 bi-level push-pull cars on order.

Jenks Cites Key Role of P&S

► **The Story at a Glance: Alertness to technological progress is of "the utmost importance" to railroad purchasing officers, Rock Island President Downing B. Jenks asserted last week. His advice to the 34th annual meeting of the AAR's Purchases and Stores Division: "Find out what your suppliers are doing."**

"What Management Expects of Purchasing and Stores" was the theme of Rock Island President Jenks' address before the P&S meeting in Chicago last week. His conclusion: management expects a lot—and is prepared to put the imaginative, determined purchasing officer on the "top team."

An important job of the purchasing officer, in Mr. Jenks' view, is maintaining close contact with new developments in technology. He went on to say:

"I should like to suggest that the purchasing officer can gain a great deal by studying the developments, the engineering advice, the advanced technologies used in the development of new and better material. It is simple to find out what your suppliers are doing along these lines."

The Rock Island president emphasized the increasingly important role of the purchasing officer. As recently as two years ago, he said, "purchasing was still regarded by any number of organizations as simply an expense of operation [and] in a substantial number of firms the head of the purchasing department was definitely not a member of the top management team."

That the purchasing officer occupies a vastly more important role in a railroad organization is indicated, said Mr. Jenks, by the fact that the railroads spend $3 billion a year for materials and supplies and buy more things from more producers than any other industry. "The railroads combined make up one of the greatest customers, aside from the federal government, American business has today."

In almost any industry, he continued, three departments are vitally involved in any cost control program: engineering, operations or production, and purchasing.

"Without the purchasing officer recognized on the same executive level as the chiefs of engineering or production, management will find itself limping along as inefficiently as one of our old-time compound locomotives with a simple engineer," Mr. Jenks asserted.

He described the purchasing seminars that are held weekly on the Rock Island. Some 30 purchases and stores people attend these sessions, he said, and each has an opportunity to act as discussion leader. Topics for discussion include department organization, price evaluation, inventory control, transportation and tariff considerations, department forms and records, public relations of purchasing, and ethical practices.

A feature of the meeting was the presentation of committee reports. Some highlights:

- The committee on forest products reported that the trend is for railroads to purchase the standard finished item (pallets, for example) when they are available in quantity from specialized plants and noted that items such as bulkheads, crossing gate arms, shims, car stakes, DF bar fillers, etc., which previously were made in railroad shops, are now being purchased.
- The committee on purchasing department procedures came out strongly for local buying, noting that "more roads could and should give serious thought to expanding local procurement of materials."
- The committee on material handling reported that several railroads not reporting receipt of unitized or palletized materials during the previous year now report they do receive materials in this manner, probably because of extensive research and development on the part of some suppliers to meet the requests of railroads for more economical methods of material handling. The committee noted that since its 1959 report some 22 additional items were reported by railroads as being received palletized or unitized at no additional cost.
- The committee on simplification and standardization reported on what progress has been made toward simplification and standardization of a 50-ton general purpose box car. It noted that 16 roads were 61% standardized on center sills for the 50-ton general purpose car, 19 were 87% standardized on floor stringers, 23 were 89% standardized on side posts, 14 roads 42% on side sills, 10 roads 12% on door posts formed, among others.

Other committees reporting included standard material classification, petroleum products and coal, office supplies and equipment, data processing procedures, stores department procedures, and diesel parts.

As this issue went to press, registration for the meeting already totaled 1,160. Included were 630 suppliers and 530 railroad men.

The new chairman of the division is Verl E. McCoy, chief purchasing officer of the Milwaukee. He succeeds Edwin A. Bromley, vice president of the purchasing & stores department, CNR. The division's new vice chairman is Frank J. Steinberger, vice president and general purchasing agent, Santa Fe.

[Scheduled for the final day of the P&S meeting was a panel discussion with railroad supply company representatives answering questions from an audience of railroad men. A report will be carried in the June 13 issue of Railway Age.]

Fuel Cells May Power Tomorrow's Locomotive

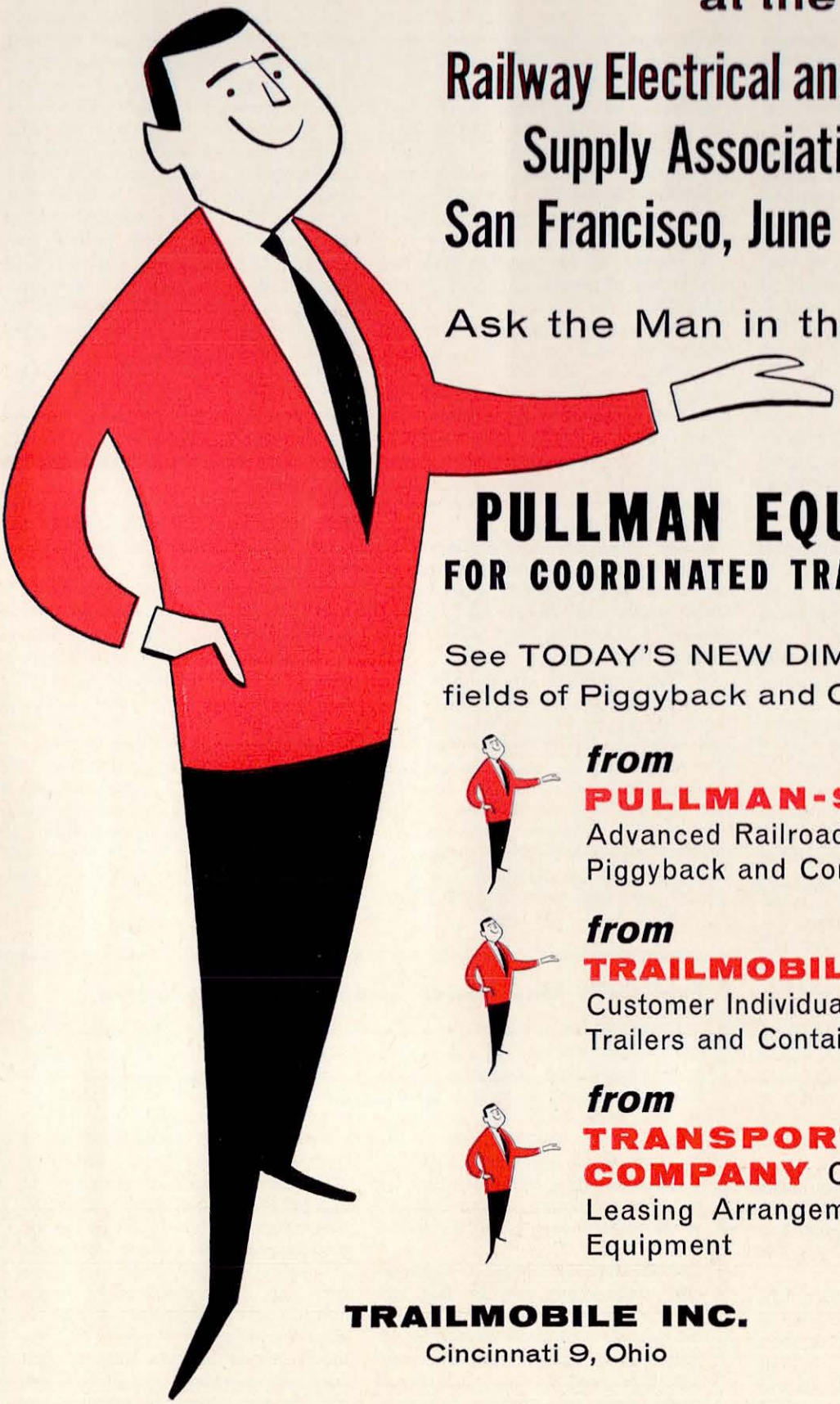
Fuel cells may eventually power automobiles and highway trucks, and even locomotives, according to the Exide Industrial Division, Electric Storage Battery Co. This prediction was made by Exide in announcing the signing of agreements with 12 material-handling manufacturers for the joint development of a fuel cell as the prime mover of electric industrial trucks.

Exide has developed a rechargeable zinc-oxygen cell. In this unit zinc is oxidized in a potassium hydroxide electrolyte as oxygen is admitted under low pressure. The manufacturer predicts that such a cell could keep an electric industrial truck continuously in heavy-duty service for 16 to 24 hours. The cell can be recharged. For round-the-clock operation the zinc electrode can be replaced; the zinc oxide formed is valuable and could be turned in for credit.

Fuel cells are essentially advanced types of storage batteries, converting chemical energy directly into electric energy at around 80% efficiency. Advantages claimed by Exide for the zinc-oxygen cell include operation at normal temperatures and pressures, no waste products to be removed, and adjustment of size to meet a wide range of power requirements. Exide believes total of first cost and operating cost of fuel cell will be less than for gasoline- or propane-powered units in material-handling equipment.

Visit the Pullman Exhibit on Tracks 7 and 8 at the

Railway Electrical and Mechanical Supply Association Show San Francisco, June 13-14-15-16



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People in the News

ATLANTIC COAST LINE.—**H. A. Netsel** and **W. M. Reeves, Jr.**, appointed general agents at Daytona Beach and Fort Pierce, Fla., respectively.

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA.—**J. E. Dumontier,** director of the Engineering Branch, appointed deputy chief commissioner of the board, succeeding **Major A. Sylvestre,** who retired in April.

CENTRAL OF GEORGIA.—**Roy Moss** appointed assistant general freight agent, Albany, Ga., succeeding **James L. Bacon,** division freight agent, retired. Abolished title of division freight agent at Albany.

COTTON BELT.—**J. G. McKinnon,** general agent, Memphis, Tenn., retired May 31.

CHESAPEAKE & OHIO.—**Earl K. Swanson** appointed assistant to manager of piggyback services, Cleveland, Ohio.

ERIE.—**Harry J. Weccheider,** engineer maintenance of way, Youngstown, Ohio, retired May 31.

GREAT NORTHERN.—**R. J. Inhofer,** general agent, Dallas, transferred to St. Louis, to replace **W. C. Hageman,** named general agent, freight department, Spokane, Wash. **R. D. Phillips,** traveling freight agent, Kansas City, Mo., succeeds Mr. Inhofer.

ILLINOIS CENTRAL.—**C. J. Bueschel** appointed general superintendent dining service, Chicago, to succeed **N. L. Patterson,** retired. **W. T. Reed** named superintendent dining service, Chicago.

LOUISVILLE & NASHVILLE.—**Donald R. Hackney,** assistant general passenger agent, Louisville, retired June 1.

MILWAUKEE.—**Paul A. Larson,** general agent, Philadelphia, and **W. Vincent Dilworth,** general agent, San Francisco, appointed assistants to freight traffic manager, sales and service, both at Chicago. **Victor E. Straus,** assistant general freight and passenger agent, Butte, Mont., named general freight agent, Chicago. **Laverne W. Schroeder,** city freight and passenger agent, Omaha, appointed district supervisor of rail-highway sales, Chicago.

MISSOURI PACIFIC.—**John J. Godfrey** appointed district claim agent, St. Louis, replacing **Edwin L. Hill,** named assistant attorney.

Victor E. Kieffer appointed general freight agent, St. Louis, succeeding **W. F. Niemann,** retired. **Thomas M. Curley** and **Joseph R. Duepner** named assistant general agents, St. Louis.

M. R. Fair, trainmaster, Little Rock, Ark., has exchanged positions with **J. B. Hobbs,** trainmaster, Kingsville, Tex.

NEW HAVEN.—**Winthrop E. Pierce,** general freight agent, New York, appointed freight traffic manager, Boston, Mass., succeeding **Frank C. Baker,** who retired June 1. Mr. Pierce will supervise traffic agencies at Boston, New Bedford, and Worcester, Mass.; Manchester, N.H.; Montreal, Canada; Portland and Presque Isle, Me. and Providence, R.I. **Paul M. Hurley,** district traffic agent, Manchester, N.H., appointed general traffic agent, Pittsburgh, Pa., succeeding **Kenneth M. Fraser,** who succeeds Mr. Pierce at New York. **George M. Hill** appointed district traffic agent, Presque Isle, Me., succeeding **William J. Berry,** who replaces Mr. Hurley at Manchester.

NEW ORLEANS & LOWER COAST.—**Vernon L. Adams** named superintendent-agent, Algiers, La., succeeding the late **C. E. Gudgell** (RA, May 30, p. 85).

NICKEL PLATE.—**R. L. Mays,** assistant chief engineer, promoted to chief engineer, Cleveland, succeeding **Harold F. Whitmore,** who retired May 31. **D. J. White,** division engineer, Wheeling & Lake Erie district, Brewster, Ohio, succeeds Mr. Mays as assistant chief engineer. **George F. Nigh,** division engineer, Clover Leaf district, Frankfort, Ind., replaces Mr. White at Brewster. **Paul L. Montgomery,** assistant engineer, general offices, Cleveland, replaces Mr. Nigh at Frankfort.

NORFOLK & WESTERN.—**Fred G. Ruff** appointed district freight agent, Pittsburgh, Pa.

Lawrence D. Weaver appointed assistant district manager, coal traffic, Cincinnati, Ohio, succeeding **William C. McIntosh,** transferred to Roanoke, Va. **William H. Hunton** named assistant district manager, coal traffic, St. Louis, succeeding **Joe W. Rowland,** transferred to Detroit, Mich., to replace **Chester J. Dennis,** resigned. **William E. Kelly** appointed assistant district manager, coal traffic, Cleveland, succeeding **William H. Dugan, Jr.,** resigned.

RAILWAY EXPRESS AGENCY.—**A. Raymond Taintor, Jr.,** secretary to the president, appointed to the additional post of assistant secretary of the company, at New York.

ROCK ISLAND.—**J. R. Osman** appointed superintendent motive power, Chicago. It was erroneously reported in the RA, May 16, p. 62, that Mr. Osman had been appointed general superintendent of motive power. **J. H. Lloyd** is general superintendent motive power at Chicago.

SANTA FE.—**Raymond T. Snook,** assistant general freight agent, San Francisco, named general freight agent, Chicago, to succeed **Walter J. Dundon,** who retired May 31. **John J. Mooney,** traveling freight agent, Chicago, appointed general agent, Peoria, Ill., succeeding **John J. Weiss,** transferred to Philadelphia.

D. R. Warren named trainmaster, Pecos division, with jurisdiction over Belen, N. M., and to but not including Vaughn, N. M.

SEABOARD.—**R. L. Cleveland,** district freight agent, Norfolk, appointed assistant general freight agent there, succeeding **L. Brooks Woody,** retired. **R. H. Rose,** chief clerk, freight traffic department, Richmond, succeeds Mr. Cleveland. **D. H. Edwards, Jr.** named assistant general freight agent, Richmond. **E. D. Mays,** executive general agent, Tampa, Fla., retires June 30.

G. C. Tate, assistant general freight agent, Washington, D.C., appointed assistant freight traffic manager, Atlanta, Ga. **B. C. Parkinson,** assistant general industrial agent, Richmond, succeeds Mr. Tate at Washington.

SOUTHERN PACIFIC.—**Lee D. Marsden** appointed senior assistant division engineer, Sacramento division, Sacramento, Calif.

Supply Trade

Richard P. Herman, manager of the refrigerator car division, **North American Car Corp.,** has been named general sales manager.

Rex N. Miller, district traffic manager, **Reynolds Metals Co.,** Phoenix, Ariz., has been promoted to western traffic manager, Los Angeles.

Robert G. Brossard has been appointed sales manager, **Wine Railway Appliance Division of Unitcast Corp.** at Toledo, Ohio. Mr. Brossard was formerly with American Car & Foundry Division of ACF Industries.

W. M. Adrian, vice president, design and engineering, **Luminator, Inc.,** Chicago, has resigned to head his own consulting company, specializing in transportation lighting and design.

The Princeton Division of **Curtiss-Wright Corp.** has announced the appointment of **Current Controls Corp.** of Chicago as railroad sales representatives on a nationwide basis.

Dr. Robert J. Rohr has been appointed manager of product research for **Sparton Corp.** Dr. Rohr has been associated with Magnus Chemical Co., Garwood, N.J. since 1956 as director of research and development.

C. J. Moore, general sales and marketing manager, **Exide Industrial Division** of the **Electric Storage Battery Co.,** Philadelphia, has been promoted to vice president—marketing of the division. **Leland E. Wells,** director of engineering, promoted to vice president—engineering of the division.

Franklin W. Gerhart has been appointed purchasing and transportation manager for New Haven operations of **Olin Mathieson Chemical Corp.**

Robert H. Devine has been named assistant vice president in the Wood Preserving Division of **Koppers Co.** Mr. Devine will also retain his present title of assistant to division general manager.

M. R. Bock, general purchasing agent, **Pullman-Standard division of Pullman, Inc.,** has been appointed director of purchasing, to succeed **J. A. Kummerer,** vice president—purchasing, retired. Mr. Kummerer will continue with the company as assistant to the president.

Bendix Aviation Corp. has dropped the word "Aviation" from its title and henceforth will operate under the official name "The Bendix Corp."

OBITUARY

Sydney W. Palmer, general agent, **Central of Georgia** and **Savannah & Atlanta,** Waynesboro, Ga., died May 14.

Frank A. Harmon, 69, retired general coal traffic manager, **Chesapeake & Ohio,** died May 26 at his home in Chicago.

Bradley S. Johnson, 86, retired sales representative, **W. H. Miner, Inc.,** died recently.

Dividends Declared

ATCHISON, TOPEKA & SANTA FE.—5% preferred, 25¢ semiannual, payable Aug. 1 to holders of record June 30.

CINCINNATI, NEW ORLEANS & TEXAS PACIFIC.—$4, semiannual, payable June 17 to holders of record June 3.

DELAWARE & HUDSON.—50¢ quarterly, payable June 28 to holders of record June 8.

DENVER & RIO GRANDE WESTERN.—25¢ quarterly, payable June 20 to holders of record June 3.

FORT WAYNE & JACKSON.—5½% preferred, $2.75, semiannual, payable Sept. 2 to holders of record Aug. 19.

ILLINOIS CENTRAL.—50¢, quarterly, payable July 1 to holders of record June 1.

You Ought To Know...

It's convention time for railroad men. The P&S Division met last week in Chicago (see page 41). Now under way: Railroad Public Relations Association, June 5-8, Sea Island, Ga. Coming up: American Association of Railroad Superintendents, June 7-9, St. Louis (see page 19); Mechanical Division, June 13-16, San Francisco; Accounting Division, June 14-16, Chicago; Communications Section, June 14-16, Detroit.

Pipe line along the West Shore division of the New York Central is in the talking stage. The proposed 128-mile line would handle refined petroleum products between the Atlantic coast and the Albany, N. Y., area.

A family fare plan, permitting departure on any day of the week, has been placed in effect by Great Northern, Northern Pacific and Spokane, Portland & Seattle. Previously, departures under the family plan were restricted to Monday through Thursday.

Fire losses on U. S. and Canadian roads totaled $13,032,506 last year, well under the record $15,977,860 reported for 1958. Hot boxes ranked as the leading known cause of fire. Cotton fires caused the heaviest losses, proportionately—17.44% of the total.

Four feet of track and a toy locomotive comprise what is billed as the world's "shortest and hottest railroad." Terminus of the road is a nuclear reactor jointly operated by Ford Motor Co. and the University of Michigan. The 2-in.-high engine holds bits of pure nickel university physicists want irradiated as the train winds through a tunnel near a neutron beam. The O-Gauge replica of a B&O steam engine, standing below neutron beams, does not become radioactive.

Proposed American standards for container dimensions—40-, 20- and 10-ft lengths, all with maximum 8-ft height and width—have been approved by the Railway Progress Institute, via its representative on MH5 Sectional Committee of the American Standards Association. RPI has also approved a contribution of $1,000 toward establishment of a U.S.-based secretariat within the International Standards Organization for an international study of container standards.

Discontinuance of CB&Q trains 43 and 44 between Lincoln, Neb., and St. Joseph, Mo., has been approved by the Nebraska State Railway Commission. Burlington estimates annual savings of $85,878 from elimination of the "deserted" trains.

C&NW cites 1959 operating losses of more than $1.1 million in an ICC application to discontinue the Dakota "400" between Mankato, Minn., and Rapid City, S. D., effective June 25. Operation of the streamliner between Chicago and Mankato will continue.

"Featherbedding" practices in transportation have been deplored in a resolution sent to President Eisenhower by the California Grape and Tree Fruit League. The League fears a strike on this issue during its harvest season when 30,000 rail carloads of its products are shipped.

A strong incentive for volume shipments is included in Canadian Agreed Charge No. 977. The charge, on public utility coal from Bienfait and Estevan, Sask., to East Selkirk, Man., sets up a rate of $3.30 per ton on the first 75,000 tons shipped in any fiscal year, $2.85 per ton on the next 25,000, and $2.50 per ton on each ton in excess of 100,000 during a fiscal year. The Canadian Industrial Traffic League, noting that the charges apply on only 65% of total requirements (instead of the usual 85-100%) suggests "the incentive to ship more by rail will be activated by the rate structure being reduced with increased tonnage" rather than by the agreed charge itself.

"Wasteful work practices" at home weaken America's competitive position abroad, Secretary of Labor James P. Mitchell told the Rotary International convention at Miami Beach. "We can no longer tolerate uneconomic practices that endanger our competitive position—either domestic or foreign—and that eventually cost American workers their jobs and American employers their businesses," he asserted.

Incentive rates, proposed by PRR and C&O on canned goods moving between Holland, Mich., and Pittsburgh, and between Pittsburgh and New York City area, were approved by ICC. Subject to per-car minima of 80,000 and 100,000 lbs, (vs. the former 36,000 and 60,000) the new tariffs were filed to meet private-truck competition. The roads cited ICC cost figures to show the new rates will more than cover out-of-pocket costs.

"Bus-Back" has been inaugurated by Railway Express on a 136-mile run between Joplin, Mo., and Harrison, Ark. It involves containerized movement of express shipments in 1½-ton "pup" semi-trailers hauled behind regularly scheduled inter-city Trailways passenger buses. At origin and destination bus stations, the trailers are pulled by express trucks to and from local REA terminals. Other "Bus-Back" routes will be added "shortly."

Illinois intrastate commutation fares on the Chicago North Shore & Milwaukee went up an average 23% June 1. Commuters had asked for the increase to prevent abandonment of the line. The fare boost, coupled with intrastate (Wisconsin) and interstate increases which will be sought, will give CNS&M an additional $650,000 in annual revenues if patronage holds to current levels. But there's still a large cloud on the commuters' horizon: Union demands, if granted in full, could add an estimated $750,000 to the road's costs—and this, the Illinois Commerce Commission noted, would wreck the railroad.

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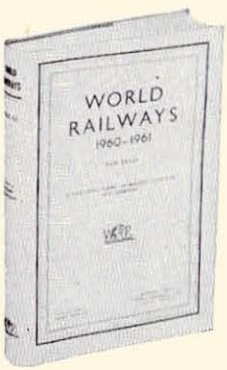

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Wisdom from St. Louis

What America needs as much as anything are more newspaper publishers and other opinion leaders with the insight and courage to express themselves as Publisher Richard H. Amberg of the St. Louis Globe-Democrat did recently.* Among other things he said:

"I think subsidies are . . . a luxury we can no longer afford if we want to have the strength, the solvency to keep the nation strong enough to prevent aggression . . .

"The airlines have a subsidy that I think is utterly unconscionable in this day and age. The barge lines have been under attack in our paper for a long time and are going to be under much heavier attack real soon because I feel they have got simply what amounts to a license to steal in the fact that they are able to operate their business on their highways which are the rivers, without paying even the minimum cost . . . as they would pay if they were traversing the Panama Canal.

"On the truck lines, it is difficult to determine how much the subsidy is because of the wide variance between states . . . Some reasonable accounting method should be set up to find out whether the truck lines pay their fair share of the costs of the highways, considering all the factors involved . . . Perhaps they do in some cases by license fees and gasoline taxes . . . but I think by and large the truckers are getting a subsidy from you and me as taxpayers and I don't believe that is in the spirit of American free competition.

"There should be some greater spirit of give-and-take in the transportation business, for example: between the airlines and the truckers and the railroads and the barge lines. Yet it seems to me there is almost a universal spirit of anyone coming in and deciding they are going to try and harpoon anybody else's suggestion, whether it was the recent suggestion of several of the railroads they purchase a barge line or whether it is any suggestion for setting rates . . . There has to be a mutual getting together on the solution of the problems of the transportation industry, which are a considerable segment of the problems typical to all America.

"You and I and everybody of good will in this country have to sell the basic idea that featherbedding is basically immoral. It doesn't benefit the man who does it, it doesn't benefit the public, it doesn't benefit the employer, and it is of universal harm to all concerned. I would just plain be scared to death from looking at the figures in your industry, if I were the leader of one of the many unions that you have.

"Railroad employment has been cut in half since the early nineteen twenties. There are now 800-some thousand railroad employees compared to twice that number in the early twenties, and the number has declined 400,000 in the last decade or less.

"I will say for John Lewis, giving him his due, he never insisted on the practice of featherbedding and he certainly cooperated with the coal mine operators to get better production and working conditions for the over-all strength of the coal mining industry. It is high time that somehow we reawaken the railroad union leaders to the same spirit of cooperation in eliminating featherbedding and in their getting together with railroad management to solve the problems which are oppressing this great industry.

"And unless we are darned careful, sooner or later when the Russian military might is so great they think they can knock us out, they will attack us. Unless we have the strength to deter aggression . . . they are going to attack us and we can't have that strength unless we have productivity and we can't have productivity while we have all these detractions from it.

"The solution to these problems will come when you and I and our friends and neighbors can all awaken America to the dangers of trying to live selfishly in a world which can no longer afford the luxury of selfishness."

●

We haven't the slightest idea as to how Mr. Amberg became so well informed about what is wrong with the transportation business—but, anyhow, the citizens of St. Louis are fortunate to have such a voice raised in their midst. A couple of dozen independent opinion leaders speaking in similar vein across the country—and the nation's transportation difficulties would quickly pass into history.

*At the April 6 meeting of the American Association of Passenger Traffic Officers in St. Louis

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